

# Navy News

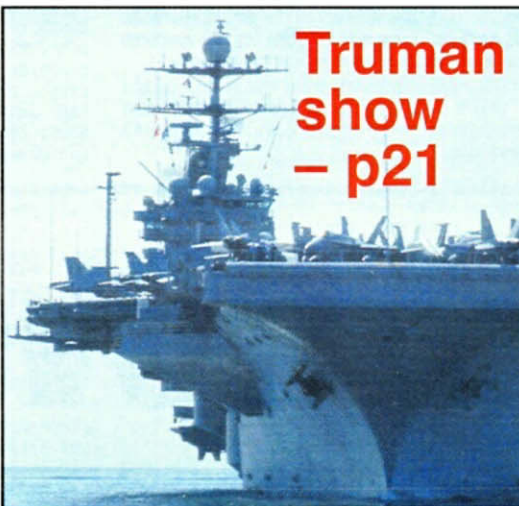
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remember  
longest  
battle**

**— centre  
pages**



**Truman  
show  
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**Bounty hunt — p14,15**

● **YOU'RE NICKED:** HMS Cumberland bears down on the converted Danish motor torpedo boat found carrying £250 million worth of cocaine



## TORPEDO BOAT IN DRUGS SEIZURE

**A ROYAL Navy warship and a new RFA tanker were called in to help British and Spanish customs officers to seize more than three tonnes of cocaine from a wartime torpedo boat hundreds of miles out in the Atlantic.**

Type 22 frigate HMS Cumberland, the Fleet Ready Escort ship, was in Devonport when the call came for her to put to sea at short notice, according to her Marine Engineer Officer Lt Cdr Geoff Adams.

The frigate made a 1,500-mile fast passage to join the operation. There she was instrumental in the boarding of a converted World War II Danish Motor Torpedo Boat (MTB).

Fleet Air Arm aircraft and the new Royal Fleet Auxiliary tanker Wave Knight were also involved in the seizure. On board was found a record 3.6 tonnes of cocaine, with an estimated street value of more than £250 million.

The eight-man crew were arrested by Spanish customs and are now in custody.

The seizure of the craft was the culmination of one of the largest UK Customs-led maritime narcotics operations in European waters, and brings to more than £1,570 million the total value of drugs seized in RN counter-narcotics operations in the past five years.

Capt Mike Mansergh, the Commanding Officer of HMS Cumberland, said: "This has been a most successful operation, in which the ship's companies of HMS Cumberland and RFA Wave Knight performed superbly in the interdiction of such a large quantity of cocaine."

● **Turn to back page**

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● **BUSY TIMES:** Admiral Sir Michael Boyce with C-in-C Fleet Admiral Sir Jonathon Band on board HMS Tracker

## Curtain call for CDS after 'busiest two years'

'AS I finish my time in office as Chief of Defence Staff, I have come to one hard-edged conclusion on the effectiveness of the UK's Armed Forces: We deliver.'

Admiral Sir Michael Boyce chose Portsmouth as his final port of call as the frigate HMS Kent fired off a salute outside the harbour entrance to bring the curtain down on his 33-year military career.

"UK commitments over the past couple of years have been tough, diverse and unexpected," he added in his farewell message.

"Though the main combat phase in Iraq was intense and complex, the emerging peace will draw heavily upon our renowned expertise in peace keeping."

"Meanwhile Macedonia, Sierra Leone, Afghanistan and Operation Enduring Freedom, along with our many standing commitments at home and abroad, have been, or are being, dealt with professionally and effectively; and the unexpected – such as sorting out the foot and mouth crisis, carrying out nationwide fire-fighting duties, or impeccably conducting State ceremonies – has also been taken in our stride."

"And I know too that families have played their part in what has probably been the busiest two years for some decades."

"It has been a privilege to serve with you all and I depart my present position as proud of being a member of HM Armed Forces as I was when I joined my Service 42 years ago."

"Thank you all for your support and total professionalism. Well done, and best wishes for whatever lies ahead."

Admiral Boyce is succeeded as CDS by General Sir Michael Walker.

## All change at White Ensign



FORMER First Sea Lord Admiral Sir Jock Slater (above) heads the list of a major change round of key personnel at the White Ensign Association.

He takes over from Sir Michael Bett as Chairman of the WEA, one of the Royal Navy's leading charities which acts as the prime link between the RN, the City of London, commerce and industry.

It also provides advice and guidance in personal finance, resettlement and employment.

New Chief Executive is Capt John Roberts, who has served as both Finance Director and Company Secretary of the Association. He takes over from Capt David Wixon, who has retired after ten years in the job.

Capt Keith Ridland is the new Finance Director. He is also responsible for the Association's job seeking and employment services.

Company Secretary is Capt John Rimington, former Director of Naval Reserves. He is also the Association's Public Relations Officer.

Paul Davey, an ex CPO Writer, takes over as Office Manager from Chris Weight, who as a PO Writer in the RNR is now serving on the NATO staff at Northwood.

Founded 45 years ago at the instigation of Lord Louis Mountbatten, the role of the WEA is to help all members of the Naval community, from Able Seaman to Admiral, and their dependants – and in that time it has brought aid to over 30,000 of them.

It operates from its headquarters on board HMS Belfast in the Pool of London next to Tower Bridge. Staff visit all Naval establishments on a regular basis and details of their visits programme are promulgated in Command Memos.

They also visit ships and submarines whenever possible. All WEA services are provided free of charge and members of the Naval community are welcome to contact them at any time. Contact details are set out in Navy News each month.

President of the WEA is Capt Sir Donald Gosling RNR, one of the Royal Navy's greatest benefactors. He relieved Admiral Sir Andrew Lewis as Chairman in 1978 and served until relieved by the late Admiral of the Fleet Lord Lewin in 1983.

□ See Newsview, page 20.

# Iraq: now forces focus on stability

DEFENCE Secretary Geoff Hoon has announced further changes to the level of UK forces in the Gulf region as tasks are completed, including Royal Navy ships and Royal Marines – and more Reservists are on standby to play their part in post-war Iraq (see also page 31).

In a written statement to the House of Commons on April 30 Mr Hoon said: "Decisive combat operations in Iraq are now complete, and coalition forces are increasingly focusing upon stabilisation tasks."

"It will therefore be possible to make further force level adjustments over the coming weeks while continuing to meet our responsibilities to the Iraqi people."

For maritime forces, the re-deployment of Royal Navy vessels had proceeded as planned. HMS Ark Royal returned in mid-May accompanied by the destroyer HMS York and RFA Fort Victoria.

They were to be followed by the helicopter carrier HMS Ocean, together with HMS Edinburgh and the Royal Fleet Auxiliaries Fort Austin, Orangeleaf, Sir Bedivere and Sir Percivale.

Meanwhile the RFAs Sir Galahad, Sir Tristram and Bayleaf were undertaking a rolling programme of maintenance in Singapore to allow them to return to the Gulf to continue to provide support to the humanitarian assistance effort.

Further vessels would remain there for the time being to conduct mine clearance operations and force protection.

With little need for offensive air operations and close air support, around 45 aircraft from the Gulf region, both fixed wing and rotary wing, have been withdrawn, including Tornado F3 and GR4, Harrier GR7, Nimrod MR2, VC10 and E3-D aircraft, as well as Chinook and Sea King helicopters. A further 26 helicopters would be withdrawn at

the same time as HMS Ocean.

Mr Hoon said: "Returning forces are due a period of post-operational tour leave to which they are entitled, following which they will begin to prepare for training and then redeployment on other important operational tasks."

"In some cases, this will mean a return to Iraq to take part in continuing operations."

During the course of May, 3 Cdo Bde Royal Marines, who were the first of the land formations to be deployed, were withdrawn.

19 Mechanised Brigade were being prepared to take over from forces previously involved in fighting in Iraq, providing a stabilisation force within the UK area of operations. It was expected that the unit would take up its new role in July.

"In spite of these changes, significant pressures remain on the Armed Forces if they are to meet the full range of their commitments," said Mr Hoon.

"In order to meet our continuing obligations in Iraq, I have authorised the issuing of further call-out notices, against the Order made in January under section 54(1) of the Reserve Forces Act 1996, sufficient to generate up to 1,200 reservists."

"There will be a requirement to call out further reservists as the operation proceeds, and I will keep the House informed of our plans."

"In parallel, we will be starting to demobilise those Reserves who are returning home. In time, the overall numbers of Reserves required in Iraq will reduce significantly."

While details continue to be clarified, Mr Hoon envisaged that by the time Navy News went to press 25-30,000 UK Service personnel would remain deployed in the Gulf region, "continuing to fulfil our responsibilities towards the Iraqi people".

"The planned replacement of forces is clear evidence of our commitment to them. Our aim is to leave an Iraq that is confident, secure and fully integrated with the international community."

"The planning process to establish the precise level of the continuing UK presence needed to achieve this aim is a dynamic one, and is kept under review. We will also need to take account of the contributions of coalition partners."

"We will continue to withdraw assets and personnel from the region where possible, but we will maintain an appropriate military presence for as long as necessary."

Elements of the Amphibious Task Group which played a significant role in the war in Iraq have already moved on – Type 23 frigate HMS Marlborough, destroyer HMS Liverpool and tanker RFA Grey Rover to the Far East and Australasia to take up some of the programme of the original Naval Task Group 03, which left the UK at the turn of the year and became absorbed into the beefed-up Amphibious Task Group as the prospect of conflict in the Middle East grew.

● **DOWN UNDER:** HMS Marlborough transits the Great Barrier Reef (see page 4)



## FIGUREHEADS



### HMS HASTINGS

FRANCIS Rawdon Hastings was born in Ireland in 1754. Made Governor General of India in 1813, in 1817 he was given the title 1st Marquess of Hastings for his success in the Gurkha War and subsequently gave his name to HMS Hastings.

Built originally for the East India Company in Calcutta in 1818 as a 74-gun 3rd rate, she was purchased by the Royal Navy on her arrival in Britain in 1819.

She saw active service in the Syria Naval Campaign of 1840 and the Burma action of 1852 and then, in 1854, like many other vessels of her size and rate she was strengthened and fitted with steam propulsion.

As a 60-gun screw line of battle ship she served in the Baltic at the bombardment of Sveaborg, continuing in service for another 14 years.

In 1868 she was moved to Liverpool and used as a coastal vessel and guard ship for the port.

Before being turned into a store hulk at Queenstown, in 1886 Hastings was moved back to the Mersey and sold by the local Liverpool company C. W. Kellock & Co, shipping agent and brokers, for scrapping.

Kellocks removed her figurehead and placed it in their head office and auction room in Water Street. There it survived the Blitz and damage to the building when the company relocated in 1966 and it was then donated to the Maritime Department of Liverpool Museum before the creation of the Merseyside Maritime Museum in the Albert Dock, where it can now be seen in its Port of Liverpool exhibition.

Restored and repainted, this impressive carving shows Hastings at the height of his power in military uniform. A contemporary portrait shows a remarkable likeness and suggests it was carved in England when the ship first arrived there.



# 'Congratulations, but no leave'

TWO SPECIAL souvenirs of the Queen's Coronation, 50 years ago this month, have been supplied by readers.

The famous postcard of the Queen photographed in the Gold State Coach features Stoker Mechanic Fred Todd in the window on the left.

"I think it shows that a stoker is as good as a Guardsman when trained!" says Fred, who now lives in Colchester. "A shipmate of mine was the first person to tell me the cards were on sale at Woolworths when I was home on leave a few weeks later."

And from Leslie Willcox, of Thamesmead, London, comes a certificate to confirm he took part in the Coronation Review at

Spithead, when he was serving as an AB in the submarine HMS Sanguine.

Two days earlier he had received a telegram from his father to tell him his wife Maureen had been safely delivered of their second son: "Let's hope this one is the goalkeeper!" Captain Submarines in HMS Forth advised me: "Congratulations – but sorry, no leave" as the boat was due to sail to Malta on June 17. His family, including new son Stephen, joined him there four months later.

"Ironically, in the 1960s Stephen tried out for Southampton FC – as a goalkeeper!" Leslie tells us. "He became a schoolteacher instead."



THE CORONATION PROCESSION OF HER MAJESTY QUEEN ELIZABETH, JUNE 2ND, 1953

A TUCK CARD



## Model advice on how to cut waste

TO ENCOURAGE householders to cut down on pollution, a model of the Type 22 frigate HMS Cumberland has been given a berth at the National Marine Aquarium in Plymouth.

Visitors will learn from it how Royal Navy ships reduce pollution at sea with better waste management. The model was built by a former marine engineer, Peter Williams, who served in the previous HMS Cumberland in the 1950s.

Capt Mike Mansergh, Commanding Officer of the current Cumberland, said: "Royal Navy warships are fully equipped to deal with every type of waste product and to keep that waste in a safe place onboard until it can be effectively disposed of."

"This wonderful model of HMS Cumberland creates a perfect link between the Royal Navy and the National Marine Aquarium in our common aim in protecting the marine environment."

The 4ft model has been a popular feature at a variety of shows.

Peter Williams has also made a model of the previous Cumberland, now on display at the Historic Dockyard, Chatham.

## Fast action as Indonesia tops piracy league

PIRACY continues to rise, according to the latest report of the International Maritime Bureau – especially in Indonesia.

The total number of worldwide reported attacks showed an increase from 87 incidents in the first three months of 2002 to 103 for the corresponding period in 2003.

But during the first quarter of this year, there were 28 attacks in Indonesia alone, the largest figure for any single country.

They were concentrated around the Gelasa straits and the Anambas Islands.

Thanks to prompt reporting of attacks by masters at sea, the IMB Piracy Reporting Centre was able to take swift action, says the Director of the International Chamber of Commerce IMB, Capt Pottengal Mukundan.

"The Centre has passed on precise information on the location of these attacks to the Indonesian authorities. Action taken by the Indonesian Navy has brought about an immediate reduction in the attacks in these waters."

"It remains to be seen whether this will be a sustained trend. Nevertheless, it is this kind of focussed intelligence which can be vital to resource-strapped law enforcement agencies for the optimum utilisation of their

resources." Some countries have taken a tough stand in prosecuting pirates. On February 25 the Sessions Court in Mumbai, India sentenced 14 Indonesian pirates to seven years hard labour. They were convicted of hijacking the Japanese-owned Alondra Rainbow off the coast of Indonesia in October 1999.

This was a rare move by a national court to assume jurisdiction over crimes committed in international waters and sets a precedent which will help deter similar crimes, says Capt Mukundan.

Early this year Chinese authorities prosecuted pirates who had hijacked the tanker Siam Xanxai to China. The Chinese courts sentenced them to between ten and 15 years.

"Both the Indian and Chinese authorities should be congratulated for having taken these difficult cases through to prosecution. It is this kind of response which will deter future pirates from this trade."

By contrast, the Indonesian authorities recently sentenced the hijackers of the Inabukwa to between two and four years.

The threat to shipping posed by armed militia off the coast of Somalia has been highlighted by the Piracy Reporting Centre for many years. Over the past nine months, however, the risk of attack

on vessels straying close to the coastline from organised Somali militiamen has increased "from one of possibility to certainty".

Most vessels now stay clear of the Somali coast – but on April 20 there was a violent attack about 55 miles out.

Pirates armed with guns and knives boarded a general cargo ship underway from three speedboats. They took control of the ship and destroyed all communication equipment on board.

**The Master received stab wounds and head injuries. Other crew and officers were tied up on the bridge and in cabins before the pirates stole the ship's cash and departed.**

Nigeria recorded nine incidents in the first quarter of this year – up six from 2002. These were mostly brutal attacks where crew were seized and terrorised. On New Year's Day the survey ship HD Challenger was attacked by armed pirates off Warri, Nigeria. They boarded the ship and attacked and badly injured several crew.

The IMB's piracy report analyses developments in piracy and lists piracy-prone areas in SE Asia, the Indian sub continent, Africa, the Red Sea, South and Central America and Caribbean waters so that crews can take preventive action.

## 'Lyrical' Pepys medal cast



TO MARK the 300th anniversary of the death of Samuel Pepys, a silver medal has been commissioned as part of the prize for a new literary award.

British art medalist Philip Nathan has produced the medal, which also serves as a memorial to Robert Latham, former Pepys Librarian at Magdalene College, Cambridge and editor, together with William Matthews, of the acclaimed 11 volume edition of the famous diary.

Winner of the first Samuel Pepys Award, whose name will be inscribed around the rim of the medal, will also receive a cheque for £2,000 at the annual dinner of the Samuel Pepys Club on May 28.

The public will be able to see the medal, described as "a lyrical work of art" at a special exhibition, *Pepys's London*, at the Museum of London until November 3.

Commissioning of the medal came with the help of the Curator of the Worshipful Company of Goldsmiths, Rosemary Ransome Wallis.

She told *Navy News*: "I am delighted to have assisted the Samuel Pepys Award Trust in this exciting commission."

"This is a perfect example of present day patronage creating a decorative work of art, which will be enjoyed and appreciated by future generations."

Philip Nathan's design vividly captures the life and times of Pepys, who is also remembered as one of the Royal Navy's greatest administrators and as an historian and scientist.

The obverse bears a lively portrait of him, quill pen in hand, resplendent in a magnificent lace cravat, with a profusion of curls tumbling from beneath his hat.

On the reverse, Nathan makes reference to monumental events Pepys recorded in his diary, such as the Great Fire of London and the Plague. A ship represents his association with the Navy.

The Samuel Pepys Club was founded on the bicentenary of the great diarist's death, on May 26, 1903. It currently has 140 members.



## Fort Vic is worth her weight in supplies

FOUR months to the day after she sailed for operations in the Gulf, RFA supply ship Fort Victoria has returned to Crombie on the River Forth.

The replenishment auxiliary took with her four Merlin helicopters of 814 Naval Air Squadron as she sailed to support the UK Amphibious Task Group (ATG), led by HMS Ark Royal, which took part in the war in Iraq.

The 36,580-tonne Fort Victoria is a combined tanker and stores ship, supplying fuel, stores, food and ammunition to warships under way at sea.

Within 12 hours of joining the ATG she had refuelled six warships, delivering over 2,500 tonnes of fuel – a taste of things to come.

In four months Fort Victoria has conducted more than 200 replenishments at sea (RASes) with 25 Coalition ships.

This added up to more than 40,000 tonnes – or more than her own displacement – and she covered more than 20,000 nautical miles during the deployment.

Besides normal RASes, the ship also provided replenishments by boat, by helicopter, and by rafting up alongside her 'customer' and using cranes, mainly in the northern Gulf, often less than 20 miles off the Iraqi coast. Her civilian crew, augmented by an RN team, spent three full months at sea with barely a sight of land.

Her Merlins helped provide air cover for land forces, and more than 1,650 deck landings were made during the deployment.

The Merlins of 814 Naval Air Squadron flew off Fort Victoria while she was off the coast of Cornwall, making their way back to their home base at RN air station Culdrose.

## Squadron handed over to friend

COMMAND of a Naval air squadron passed between two near-neighbours in a small Cornish village – but the ceremony was carried out in the Gulf.

Lt Cdr Steve Murray handed over the reins of 814 NAS – the Flying Tigers – to Lt Cdr Nick Dunn. The friends live in Perranwell Station, near Truro.

The Merlin helicopter squadron was embarked in RFA Fort Victoria at the time, and the actual handover was conducted while the supply ship was alongside at Jebel Ali in the United Arab Emirates.



● Go west: Ships of the Royal Navy's Amphibious Task Group head out of the gloom on their way through the Mediterranean and back to the UK. The ships are led by helicopter carrier HMS Ocean, and include RFA Sir Percivale, RFA Sir Galahad, RFA Fort Rosalie, RFA Fort Austin, RFA Orangeleaf, RFA Argus and HMS Edinburgh. Also with the group was French destroyer FS Primauguet

# Frigate resumes her exotic deployment



● The bridge and accommodation module is lifted into place by crane on RFA Largs Bay at the Swan Hunter yard on the Tyne, having been brought in by barge from the Tees. The new 16,160-ton Landing Ship Logistic, one of a class of four, is expected to be commissioned next year.

## Kent sails for trials with special visitor

HMS KENT has sailed with a member of an affiliated group on board – and it just happens to be the one after whom the ship is named.

The Duke of Kent was invited on board the Type 23 frigate in his capacity as liveryman of the Mercers Company.

The ship was sailing for three days of sea trials in British waters, but the Duke was only with her for a matter of hours, departing at Portland in Dorset after touring the frigate and meeting members of the

ship's company as they worked.

Cdr Simon Hardern, the Commanding Officer of HMS Kent, said: "This is a proud day for us.

"We have built up strong links with The Mercers Company and are delighted to have one of its most prestigious liverymen on board.

"It is the Duke's first visit on board, so we will make sure it is a memorable one."

The Duke was accompanied by Wng Cdr Mike Dudgeon, the company's Master Mercer.

WHEN HMS Marlborough was released from military operations in the Gulf in early April, her programme was still unclear.

But as the Type 23 frigate headed south, she soon receiving confirmation that her next port of call would be the Seychelles – heralding the resumption of her Naval Task Group 03 deployment, taking her past some of the most exotic coasts in the world.

The passage from the Gulf to the island of Mahe took around five days, with the ship's company making the most of the calm, azure blue Indian Ocean by swimming in waters more than a mile deep near the Equator.

Homage having been paid to King Neptune, as required by tradition, the sailors were in a relaxed frame of mind as the frigate cruised past the smaller islands en route for the port of Victoria.

During the short visit much was made of the country's tourist potential chiefly water sports in warm, clear water.

Wildlife proved a big attraction, from deep-sea fishing (hammerhead sharks and a reef shark were duly returned to the deep unharmed) to the bulky fruit bats which whizzed overhead – described by the Flight Observer as "four-engine Lancaster bats", not forgetting the tortoises which outnumber the human population by two to one.

Then it was a long sea crossing to Cairns – the 5,800-mile trip is easily within the range of the Type 23 but it made sense to call into Diego Garcia for a quick pit stop. This also allowed each watch one hour's leave, for which many headed straight to the well-stocked American PX store.

As the sun shone, there was plenty of enthusiasm for upper deck maintenance.

The entertainment committee's efforts paid dividends, with a flight deck barbecue and flight deck movie proving popular.

But the highlight was undoubtedly the boxing competition, complete with full entourages of trainers, cigar-smoking promoters, managers, corner men and bikini girls – an interesting concept on an all-male ship.

The twist was that the boxers – including the Merseyside Brawler, the Human Toucan, Windmill Wilson, 815 Express and Bungle from Children's TV – were blindfolded and had huge gloves.

With Mess points at stake the judging was subject to very close scrutiny, and it was congratulations to Bungle, who took the honours, despite the event being completed in monsoon conditions.

The approach to Cairns through the Great Barrier Reef proved a chance for a close look at some of the islands which make up this amazing seascape, with several of the ship's company vowing to return during the stay in Cairns.

From Cairns the frigate headed across the Tasman Sea to New Zealand; as Navy News went to press she was alongside in Auckland (see page 32).

■ See Navy News Online for a full report

## Argyll visits Danish capital

TYPE 23 frigate HMS Argyll has returned to her home base of Devonport following a busy training period and a visit to Copenhagen.

Her return to the West Country completes a varied 12 months for the warship, which began in May 2002 when she sailed for a six-month deployment to the Gulf.

She returned just before Christmas, and soon after, with a new Commanding Officer, she set off for a series of anti-submarine exercises in the North Atlantic.

She then participated in the February Joint Maritime Course (JMC) off Scotland with her sister ship HMS Sutherland, after which she called in at her affiliated port of Inverary in the Highlands.

Argyll then headed south to the Bay of Biscay for exercises with the French Navy before retracing her steps, undertaking anti-submarine exercises north of Shetland.

Her current work period was rounded off when she called in at the Danish capital, where her ship's company enjoyed a spell of relaxation.

On arrival, her Commanding Officer, Cdr Ewan Kelbie, and officers hosted a reception for local dignitaries and foreign diplomats on the Flight Deck, and before the frigate sailed again Cdr Kelbie laid a wreath at Commonwealth war graves on the anniversary of the liberation of Copenhagen during World War II.

Argyll is now in a scheduled docking period, and will rejoin the Fleet later in the year.

## Memorial to heroes

HEROES who have won the highest honours for their bravery now have a permanent memorial at Westminster Abbey.

More than 30 of the 44 living recipients of the Victoria Cross, the most exalted military honour for gallantry in action, and the George Cross, awarded to Service personnel and civilians for bravery while not in the presence of an enemy, attended the unveiling of the memorial by the Queen.

The new memorial, placed in the Nave close to the Tomb of the Unknown Soldier by the Great West Door, is the result of a campaign by the Victoria Cross and George Cross Association.

Also at the ceremony was Defence Secretary Geoff Hoon and senior officers from all three Services.

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## Richmond stays on the beat

AS THE maritime threat in the Northern Arabian Gulf diminishes and warships return home or to their original programmes, Type 23 frigate HMS Richmond continues to police the waters near Iraq.

The Portsmouth-based warship was on Armilla patrol duties in the region but was quickly subsumed into the Coalition forces providing gunfire support on the Al Faw peninsula and flying her Lynx helicopter through the night searching Iraqi waters for suspicious activities.

The only front-line Maritime Lynx Squadron in the Fleet Air Arm is 815 Squadron, who have provided a substantial commitment to RN presence in the Persian Gulf.

HMS Richmond's embarked flight are Lts Nigel Willing and John FitzPatrick as the permanent aircrew of 227 Lynx Flight.

"The operating conditions have been extremely harsh, with temperatures in the aircraft often exceeding 35 degrees," said Flight Commander Lt Willing.

"Having to operate as low as 100ft at night for a six-hour period is tiring, and the crews have worked hard to maintain an accurate grasp on activity in the Iraqi waterway."

"It has been a long and sometimes frustrating period of operations, not knowing what is coming next and constantly manning the flight deck in high temperatures can be hard work," said POAEM Dave MacMenemey.

A veteran of the previous Gulf War, Dave added: "It is very different this time; we have email facility, get weekly satellite phone calls



● Flagship HMS Ark Royal seen from the deck of HMS Richmond

home and have been able to watch the war progressing on BBC News 24.

"All this has made the time more bearable and you feel a better grasp on the world outside of your own ship."

Richmond had a flying visit from the First Sea Lord, Admiral Sir Alan West, the most senior Gunnery Officer in the Navy.

He took the opportunity to meet with Richmond's Naval Gunfire Support team from

Operation Telic, where the frigate was one of only three Royal Navy ships to conduct firings in support of Royal Marines capturing the Al Faw peninsula.

The Admiral also inspected the Royal Marine contingent's specialist Maritime Interdiction Operations equipment and took part in an informal discussion with the ship's company.

■ Follow HMS Richmond's deployment on Navy News Online



# Ships of the Royal Navy No 571



## Torbay at sonar forefront

**P**ROUD possessor of what is probably the world's most advanced sonar system, the Sonar 2076, HMS Torbay is now equipped with the same combat capabilities as those expected to be included in the Navy's new Astute-class submarines.

Torbay rejoined the Fleet in November last year after her £240 million refit was completed, a process which also incorporated the refuelling of her nuclear reactor.

Since her refit Torbay has been through a tough set of sea trials at the Atlantic Underwater Test and Evaluation Centre (AUTC) in the Bahamas.

After a brief dalliance of a day

at sea with the Minister for Defence Procurement Lord Bach, to show off her upgraded capabilities, Torbay has returned to AUTC before taking up duty hosting the 'Perisher' or Submarine Command Courses.

Capable of continuous underwater patrols anywhere in the world, HMS Torbay is the fifth of the Navy's Trafalgar-class submarines.

Her roles include intelligence-gathering, task group support and indications and warnings. Armed with powerful Spearfish torpedoes and long-range Sub Harpoon missiles, she has a strong anti-ship and anti-submarine combat capability.

The name Torbay was originally generated to commemorate the landing of William of Orange at Torbay in 1688.

The first Torbay was a 3rd rate with 80 guns, launched at Deptford in December 1693 and



● Nuclear-propelled submarine HMS Torbay rejoined the Fleet in November

with a grand career that finally ended with her being broken up in Portsmouth in 1749.

The second Torbay was originally the HMS Neptune of 1683, a 2nd rate with 90 guns that was twice rebuilt before being renamed Torbay in her new incarnation as a 3rd rate in 1750.

Under her new name she served for a further thirty years winning a number of battle honours before being sold on in 1784.

The next in the Torbay line was the Thornycroft-built S-class destroyer of 1919. In 1928 she was handed over to the Royal Canadian Navy where she bore the

new name of Champlain.

It was with the fourth Torbay that the connection with submarines began. The Chatham-built T-class submarine was launched in April 1940 and on completion in January 1941 she joined the Second Submarine Flotilla.

Throughout the early years of World War II Torbay did sterling duty in anti-submarine patrols around the Bay of Biscay, and the waters of the central and eastern Mediterranean.

Her Commanding Officer Lt Cdr Anthony C.C. Miers won the Victoria Cross for a daring raid on an enemy harbour at Corfu in March 1942.

Torbay's war continued around the Mediterranean and North Sea before she headed off to join the East India Fleet in early 1945.

There she was used for special operations, landing agents and stores in Sumatra and Thailand.

Torbay and her sister ship Trident were the only two of the 15 T-class to survive the war, but she was sold on for scrap in December 1945.

In addition to these illustrious five, a drifter Torbay was hired by the Navy for use from 1915-19 and again in 1939 until sunk by air attack off Dover in 1940.

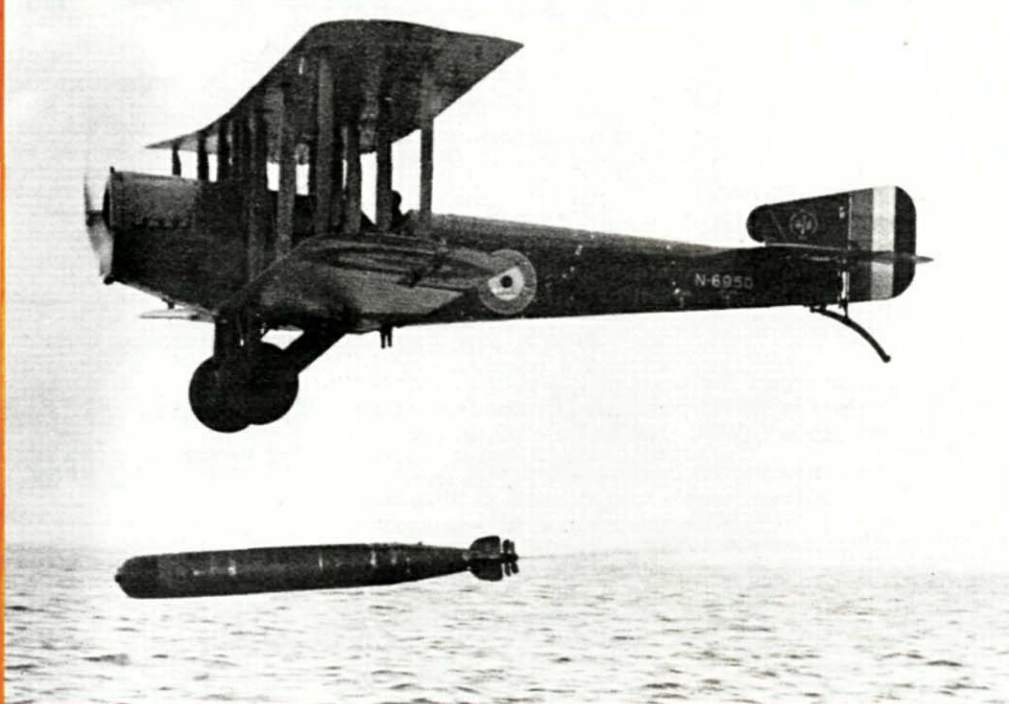
## Facts and figures

**Class:** Trafalgar class submarine  
**Pennant number:** S90  
**Builder:** VSEL, Barrow-in-Furness  
**Launched:** 1985  
**Commissioned:** March 8, 1987  
**Displacement:** 5,200 tonnes dived  
**Length:** 85.4 metres  
**Beam:** 9.8 metres  
**Draught:** 9.5 metres  
**Speed:** In excess of 25 knots, dived  
**Diving depth:** In excess of 175 metres  
**Complement:** 130 (including 18 officers)  
**Main machinery:** One Rolls-Royce pressurised water nuclear reactor; two GEC turbines; one shaft; pump-jet propulsor; two WH Allen turbo generators; two Paxman diesel alternators; one emergency drive motor; one auxiliary retractable propeller  
**Weapons:** Sub Harpoon missiles; five 21-inch bow tubes for wire-guided Spearfish torpedoes; mines can be carried in lieu of torpedoes  
**Sonar:** Range of hull-mounted active and passive sonars for navigation, search, attack, ranging and classification

## BATTLE HONOURS

Vigo Bay.....1702	Mediterranean.....1941-43
Velez Malaga.....1704	Arctic.....1942-43
Quiberon Bay.....1759	Sicily.....1943
Belleisle.....1761	Aegean.....1943
St Kitts.....1782	Atlantic.....1944
The Saintes.....1782	English Channel.....1944

## AIRCRAFT OF THE ROYAL NAVY No 80



● The Sopwith T1 Cuckoo N6950 drops its torpedo over the sea – this particular aircraft was built by Blackburn and was the first of the production Cuckoos to enter service in July 1918

Picture: Fleet Air Arm Museum

## Sopwith Cuckoo

**BORN FROM** Rear Admiral Murray F. Sueter's conviction of the efficacy of torpedo attack and proposed by him to the Sopwith organisation in October 1916, the Sopwith Cuckoo was the first torpedo landplane that could be operated from the flight-deck of an aircraft carrier.

Sueter was determined that the torpedo attack was the way to influence World War I, and although some 300 or more of the Cuckoo were to be ordered, by the time of the Armistice just over 90 had been completed.

The prototype Sopwith T1 manifested in the summer of 1917 and proved worthy of an order on August 16 for 100 aircraft from Glasgow's Fairfield Engineering Company, followed in swift succession by another order for 50 from Pegler of Doncaster and 50 from Blackburn in February 1918.

Blackburn had the swiftest turnaround on the production of the new aircraft with their first production model N6950 rolling out in July 1918, months before the autumn appearances of the Fairfield and Pegler Cuckoos.

This mass ordering seems to have been centred around a plan developed by the Admiralty in 1917 for a decisive aerial attack against the German fleet using the carriers

Argus, Furious and Campania, supported by light cruisers Glorious and Courageous which were to be partially converted to a carrier role.

The early delay in the build of the Sopwith Cuckoo was caused by the need for changes in the initial design. A 200hp Sunbeam Arab engine had to replace the originally-planned Hispano-Suiza – an engine that was urgently needed for SE 5a fighters – and this basic change necessitated structural alterations in the aircraft.

With the Armistice, many of the outstanding Cuckoos on the order books were cancelled, although 1919 saw the limited production of a MkII Cuckoo with a Wolseley Viper engine.

Cuckoos first entered service at the East Fortune shore establishment Torpedo Aeroplane School and the first operational squadron joined the Fleet on October 7, 1918, and set off in HMS Argus 12 days later. After a five-year career in aircraft carriers and shore squadrons, the Cuckoos left service in April 1923 with the disbanding of No210 Squadron.

The Cuckoo had a wingspan of 46ft 9in and stretched in length 28ft 6in. It carried one 18in MkIX torpedo below the fuselage and had a maximum speed of 98mph at 10,000ft.

Men and women in the Royal Navy and Royal Marines serve their country, often at times of national crisis and danger: the RNBT exists to serve them and their families at times of need.

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- Regular payments to older people on very low incomes.
- Residential and nursing care in the RNBT's own care home near Chatham, Kent.

The RNBT greatly appreciates all donations and legacies in support of its work.



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 www.rnbt.org.uk



**THE ROYAL NAVAL BENEVOLENT TRUST**  
 SUPPORTING THE 'RNBT FAMILY'





## Letters

# JACK

BY TUGS

I'M WONDERIN' WHAT  
TO DO ABOUT HER BIRTHDAY

WHY NOT SEND HER  
FLOWERS - SHE'D  
LIKE THAT

I'M LOOKIN' FOR EXCUSES  
NOT RESULTS!!



### Malta or Odessa?

WITH regard to the query from Mr Foulston (April issue) "Greek to me", I believe the ships featured are Russian and French.

I would suggest they are, from left to right, Pamiat Azova, an armoured cruiser of 6,674 tons launched in 1888; one of the Emperor Alexander II Class battleships launched between 1887 and 1889; the third ship being one of the Troude Class protected cruisers launched in 1888 and 1889 and displacing 1,994 tons.

I would further suggest that the most likely meeting place for such ships during the 1890s would be in Grand Harbour, Malta. - R. L. P. Keys, Plumstead, London.

THE WARSHIPS fly the old Imperial Naval Ensign of St Andrew's Cross. The period is pre-1900 and the port could be Odessa.

The occasion is clearly a special one as the small cruiser on the right is flying high the French ensign and the Russian ensign at the stern. - Capt H. R. L. Morgan, Birkenhead

### Saved by Scorpion



REGARDING the last survivors of the Scharnhorst reunion (April issue) I enclose a photo of a plaque presented to Willi Alsen, the last man to be rescued.

It was my ship, the destroyer HMS Scorpion, who saved him and Willi later presented a copy to me and J. R. Davis. - J. Wass, Nottingham.

# How a seadog POW had his day - and his evil way . . .

I READ with interest your feature about pets on board ships (February issue) as my late father, Chief Stoker Vic Phillips served in HMS Havoc and the crew had a dog called Oz.

"We fished him out of the drink in Alex," he told me. "Must have been in there some time because he was exhausted and covered in oil, but still struggling to stay afloat."

When Havoc ran aground off the coast of North Africa, Oz, with his shipmates, was taken prisoner by the Vichy French and spent the next 11 months in a POW camp in the desert.

Life in the camp was harsh, food was poor and also scarce, but I feel it is a testament to those sailors that Oz was fed and cared for throughout their captivity.

Oz's carer was a PO and each man's bed was a straw-filled palliase, so the PO's bed was shared with Oz.

When Oz mated with a poodle bitch belonging to one of their captors, he chose to do it on the PO's bed while the man was asleep in it!

Dad said it was pandemonium, with the PO shouting and cursing at the dogs and the other occupants of the hut shouting and cursing at the PO because he had

woken them up.

When liberation day came Oz was taken back to England and went to live with the PO's family in Southampton where he remained for about two years until he was run over in the street outside the house.

Havoc was Dad's favourite ship and when my husband learned that there was a memorial to the ship in Chatham Dockyard, we took Dad there a couple of years before he died.

Dad was in HMS York when she came to grief in Souda Bay and there was a stained glass window to the York there as well.

- Mrs P. Shakespeare, Northfleet, Kent

**Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.**

### Asbestos support

ALONG with other victims and their families we have formed the Veterans Asbestos Victims Support Group.

We offer help and support to the victims and their families, many of whom are ex-Royal Navy and were exposed to asbestos dust and fibres during their Service.

Our aim is to raise sufficient funds through donations, car boot sales and other events to purchase a mobile home on a seaside position in Devon or Cornwall for victims and their families to use for a week at a time.

To support this group please send donations or ask for further information from Veterans Asbestos Victims Support Group, LibDem Office, The Liberal Building, Barras Street, Liskeard, Cornwall PL14 6AD or tel Paula Connelly on 01579 384895. - J. Connelly, Callington, Cornwall

# Apprentice's pay cut after volunteering for Dunkirk

LIVING in the middle of Africa, one does not often have a chance to 'swing the lamp' and it was therefore a rare privilege to entertain someone who had been at both Dunkirk and the D-Day landings.

Bill Thomas was born in Gillingham in 1923. He was a Sea Cadet and then became an apprentice in Chatham Dockyard in 1938. One day in 1940 he and his pal Ronnie Aldis cycled from Chatham to Ramsgate where a policeman suggested they join in crewing a whaler to help with the Dunkirk evacuation.

They assisted in getting men from the beaches to the destroyer HMS Ivanhoe. Four days later, back in the dockyard, Bill had four days pay deducted!

He joined the Navy as a second class stoker and saw service in Combined Operations, later joining his father in HMS Wolfhound which was then on East Coast convoy duties.

His father, also Bill Thomas, had been in her commissioning crew in 1917 and both Bills paid her off in 1945.

Young Bill was demobbed in 1946 and joined the Iraq Petroleum Company. He later worked in various African countries and in Malaysia and Cambodia. He now lives outside Lusaka with his son - yet another Bill Thomas. - G. O'Riordan, Maersk, Zambia

### Mystery U-boat

REFERENCE the recent Channel 4 programme on U-234, during October 1945 my ship, HMLST 380 of which I was Navigating Officer, was in Batavia (Jakarta) to evacuate civilian POWs to Singapore.

Also there was UI-219 with no one aboard apart from a couple of Indonesian guards. I have never discovered for what reason she was there and wonder if a reader could enlighten me.

Left on board was a lovely sextant and a pair of Zeiss binoculars, all of which I coveted but, despite blandishments, I obtained neither. - S. Jones, Surbiton

### Hats off to Marines

FROM time immemorial the men of the Royal Navy and Royal Marines have been this country's finest ambassadors.

They have toured the world and impressed all nations with their willingness to help in all types of catastrophes. In Nelson's famous prayer, written before the Battle of Trafalgar, he plainly states: "And may humanity after victory be the predominant feature of the British Fleet."

In World War II Admiral Andrew Cunningham, after sinking three enemy ships in the Battle of Matapan, disregarding the danger of giving the position of his Fleet away, signalled the enemy government and gave them the compass bearing of the battle and requested that they send ships to save the survivors.

In the aftermath of the fighting in Southern Iraq the Royal Marines took off their fearsome-looking protective clothing and body armour and replaced their steel helmets with their famous green berets.

It was a simple enough action, but it displayed a genuine intention to be helpful and friendly to the civilian population. The Navy's Marines are living up to their old traditions. - B. Hallas, Haxby, York

### Seven still surviving

THE DEATH statement of W. Johns (February issue) says he was the last surviving member of HMS Exeter of the Battle of the River Plate.

I am pleased to inform you that I and six others are this side of the bar and enjoying the best of health. The reunions are attended by associate members and friends of the departed, as the Fleet Club at Devonport can confirm. - S. J. London

# No saucers here

I WAS amused to see in Fisguard's Boys' Mess (March issue) that each cup had its own saucer, unlike we boys at Ganges 34 years later in 1951 - at least we had less to wash.

Note the polished deck, blocks on each bed and the blankets folded thereon - boy, were they needed in winter when the northern winds were so severe.

The windows glistened, being cleaned and polished with newspaper - evidently the printer's ink added a sheen. - C. Taylor, Ilford.



No. 587 50th year

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# Special measures to update uniform

**R**EGARDING the letter 'Uniform Falls Short of Saudis' (April issue) which raised questions over elements of the uniform supplied to members of the Royal Navy, I would like to respond on behalf of the Defence Clothing Integrated Project Team.

This has responsibility for the development, procurement and supply management of the majority of uniforms for the UK Armed Forces and works very closely with the Royal Navy Supply Organisation to ensure that our customers receive the clothing they want.

I would like to address the specific issues raised by the writer, namely:

#### ● A Decent Coat.

A new wet weather jacket will be issued to the RN from early 2004 and will replace the in-service raincoat and windproof jacket. The jacket, which is made from moisture vapour permeable material (which allows

sweat to escape whilst retaining body heat for the wearer) is of a modern design and has a detachable liner.

The jacket has been trialled by a representative group of RN personnel who found it both versatile and comfortable. The writer may wish to note that the jacket has been designed so that it can be worn over a woolly pully and still allow the wearer to work.

#### ● The No.4 Shirt

This shirt is now in the process of becoming obsolescent with the rollout of the RN's Improved Action Working Dress (IAWD) – an update to the old RN Working Dress.

IAWD is intended to be the everyday workwear of all RN personnel and includes two new shirts (one lightweight and one heavyweight) that have been designed to meet the demands of a modern navy.

The writer mentions that the No.4 Shirt pockets were "unable to take a pen" – I think it is

worth making clear that the customer has never stated a requirement for the Working Dress shirts to have pockets that will take a pen; indeed the IAWD shirts have no pockets.

#### ● A White Shirt

The white shirts issued to the RN have both standard and extra long sleeve lengths and come in a range of collar sizes (from 32cm to 48cm) for both sleeve lengths (far greater than that often found in the High Street).

If the writer finds that neither of the sleeve lengths fit him in his correct size shirt then he is entitled to order a "special measure" shirt – custom made to fit his build.

#### ● 'Schoolboy' Ties

The issue ties are available in two lengths, standard and long (although confusingly classed by NSN as short and standard respectively) with the longest being some 148cm in length – which should be long enough to

meet all needs.

#### ● Good Quality Footwear

We are unable to respond to the comments made regarding footwear as it is not clear from the letter which range of footwear the writer is complaining about and in what conditions he expects them to be worn.

This may be an opportune point to remind all personnel that should they have a complaint regarding any of the items of kit they are issued with, then they should raise either a Defect Report – through a Naval Clothing Store – or submit a 'Stitch-up' proforma printed in the *People Matters* magazine direct to the RNSO.

We work very closely with customer representatives to ensure that the products we procure and supply are the best available. However, without feedback from the users we can only assume that they are content with the products they receive. – **A. Campion**, DCIPT, Bicester,

## Stuart Sound almost heard HMS Rapid's last gasp

WITH regard to 'Rapid sounds last gasp in Rosyth' (April issue), I was a stoker on board HMS Volage when, accompanied by HMS Rapid and HMS Saumarez, we entered a Jap-held harbour in the Andaman Islands, Stuart Sound.

We had been assured by Naval intelligence that no heavy guns were present there. How wrong could they be? As soon as Rapid entered the harbour she came under fire from Japanese 6in guns and was hit several times and disabled.

Saumarez immediately turned and went alongside Rapid to tow her to safety while Volage circled the two ships, drawing the fire and putting down a smoke screen.

Saumarez succeeded in towing Rapid to safety, but during the Volage's covering manoeuvres she was hit several times, fortunately not in a very vital spot.

With heroic workmanship the engineers from Rapid and Saumarez were able to get Rapid moving again and she was able to get back to port under her own steam. – **L. Atkinson**, Stockport

## Oil hits the fan

THE ARTICLE in March about the Stalker L3515 brought back memories of L3516, Striker. I served in her from 1955-57 in Malta as part of the Amphibious Warfare Squadron. The power pack, so called, comprised open front boilers and triple expansion reciprocating engines.

One funny moment came when I was auxiliary watchkeeping and a young stoker came for some Heavy Mineral Oil to lubricate the fan. Problem was, he put the oil into the fan intake! Everyone who has served in a boiler room knows where the Stoker PO stood – right under the fan. – **R. James**, Bridgend

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## One for the boys

FURTHER to the article and your editorial about King George V (April issue) I was particularly interested in the reference to his cruise in HMS Bacchante, undertaken with his brother Eddy when both were midshipmen under training.

Amongst my fairly large collection of Naval illustrated music covers I have a piece, *The Bacchante Valse* composed by the Earl of Dunmore and dedicated to their mother, the Princess of Wales, which features portraits of the royal pair.

The composition is a lively tune, but unfortunately there are no published lyrics. – **C. Bowden**, Malvern.

MY wife's grandfather Henry Frederick Carter served in the gunboat HMS Thrush as Gunner in 1891 when Prince George was First Lieutenant. Henry had entered the Royal Navy as a Boy 2nd Class at HMS St Vincent in 1874.

He also served with the Prince in HMS Crescent between 1898 and 1902 when the Prince was Captain and she was Flagship of the Americas and West Indies Fleet.

On return to the UK in 1902, Henry was appointed as Gunner to the Royal Yacht Victoria and Albert, in which he served until 1911, being promoted Chief Gunner in 1907 and Lieutenant in 1911.

He was made an MVO and retained for the duration of World War I, retiring in 1919 as a lieutenant commander. He died at Portsmouth on February 11, 1934 at the age of 73. – **K. Hindmarsh**, Stockton on Tees.

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Children of the Royal Naval Services have been supported for over one hundred years by the charitable funds, originally as orphanages but now in ways appropriate to present day needs, such as schools, homes, special needs establishments, holidays and in their own homes in times of family crisis.

### AIM

**The Royal Navy & Royal Marines Children's Fund**

Formed from The RN & RM Children's Trust and The RN & RM Children's

Home is the premier charity for providing charitable help to children of serving and ex-serving personnel of the Royal Navy, Royal Marines, The Queen Alexandra Royal Naval Nursing Service, the former Women's Royal Naval Service and the reserves of these forces.

### HOW HELP IS ORGANISED

Consideration of every circumstance is given swift and sympathetic attention by people who understand the difficulties of service and seafaring life. Applications can be made at any time. Those seeking assistance can contact the office direct for an application form.

**The Royal Navy & Royal Marines Children's Fund**  
311 Twyford Avenue, Stamshaw, Portsmouth PO2 8PE

Applications and referrals should be made to:  
Mrs. M. A. Bateman or Mrs. L. Smith at the address above or by phone Tel: 023 9263 9534



## Helping Hands

### Keith's friends set up Trust

CHIEF Petty Officer Steve Vitali has set up a trust with friends to help a former Naval mechanic Keith Trelfa who is battling against terminal cancer.

Keith, now aged 39 and living in Manchester, was a Leading Aircraft Mechanic for many years at RNAS Portland and a popular member of the local Weymouth community.

A veteran of the Falklands War in HMS Penelope, Keith joined the Navy in 1980 and among his claims to fame is a long history of the Field Gun, including a rare success as a member of HMS Osprey's only winning crew in the Brickwoods competition.

Stephen Vitali and Sandra Reynolds, the two organisers, have set up the Keith Trelfa Family Trust to provide some financial help to Keith, his wife Pauline and daughter during the months ahead.

Steve said: "Keith recently moved into a local hospice where his family are constantly at his bedside."

"We are presently attempting to enrol Keith on an experimental treatment programme at Birmingham's Queen Elizabeth's Hospital, which may require financial assistance."

For more information or to make donations, contact Steve on 01305 812240 or 07811 397586.

### Jailbreakers on the run

A TEAM from the Sick Quarters at HMS Drake got out of jail free, passed 'Go' and collected more than £200 in a charity jailbreak.

The ten turned their escape from Dartmoor Prison into a Monopoly board run around the landmarks of London.

Dressed as gangsters and molls, the team sought sponsorship and collected money over their trip to London and current estimates stand at about £1,000 raised for Vranche House School in Exeter and for the Royal Naval Benevolent Trust.

Two members of the nursing staff from RNAS Culdrose also took part in the break for freedom, and set off with high hopes of reaching the furthest point possible from Dartmoor, Chatham Island in the Pacific.

Sadly the intrepid duo only got as far as London, but better luck next year!



THE NAVAL Personnel and Family Service Community Resource team in the Eastern Area had a lot to shout about when they held a celebratory bash to thank all the hard-working Service and civilian staff who had volunteered their help in the Portsmouth area.

Celebrations were loud and proud for one of their number. Sharon Paine, a Crossley Centre Administrator, has won the BBC South Today Community Champions Award, highlighting her efforts to help the local community.

The team has continued to work hard,

organising entertainment and events for the families of those who have been involved in the War in Iraq.

For more information on the NPFS (East and Overseas) team, they can be reached on 023 9252 4511 or visit their website at [www.mreference.mod.uk](http://www.mreference.mod.uk).

# Colombian mothers helped by Red Plum



ICE-SHIP HMS Endurance paid a call to a maternity hospital in Colombia to drop off much-needed medical supplies during the ship's long journey back to her Portsmouth home from the frozen Antarctic.

The Commanding Officer Capt Ian Moncrieff was joined by the British Ambassador to Colombia, Tom Duggin, and by two of the ship's medical staff, ship's doctor Surg Lt Callum Gardner and POMA Jez Eden at the Clinica de Maternidad Rafael Calvo at Cartagena.

HMS Endurance is continuing a tradition of Royal Navy ships helping the maternity hospital and as well as the essential medical supplies brought some extra goods with money raised on board to improve the lives of everyone connected with the hospital.

Although short on funding and in a building in poor repair, the hospital boasts a dedicated and hardworking medical staff committed to benefit the local community.

The Cartagena hospital carries out some 12,000 births each year for the women of the local area.

Capt Moncrieff said: "The humanity and dedication of the doctors and nurses is impressive and is producing primary care for mothers-to-be and their new-born children in circumstances where there would otherwise be hardship and higher mortality."

"While they are slowly coming to grips with the building repair work, the staff focus and effort is rightly on equipment and medical supplies that will guarantee that most basic of human rights – a decent birthplace and chance of survival."

While visiting the hospital the guests toured the facilities and took time to talk to the staff and patients at the maternity centre.

This stop in Colombia was part of Endurance's long journey home

to Portsmouth from her annual deployment to the South Atlantic and Antarctica.

She is expected back in the UK in early June, having spent eight months away and clocked up over 40,000 miles.

Her return voyage has seen Endurance working at sea in the Caribbean and conducting a number of visits to South American countries such as Chile and Colombia.

But Endurance's fundraising efforts are still under way in the final stages of her homeward voyage and her ship's company are intent now on raising money for the Lord Mayor of Portsmouth's Save a Life Appeal.

● (Photo left): The British Ambassador Tom Duggin and Capt Ian Moncrieff, Commanding Officer of HMS Endurance, with Dr Salvador at the Cartagena maternity hospital



### News in brief

■ FORMER Navy man Dave Bryerley is marking his fiftieth birthday on June 26 with the donation of £600 to local primary schools in his area.

Dave, who served from 1969-78 and was a Radio Electrical Artificer, left the service as a result of a back injury sustained early in his career.

Dave is donating £200 worth of sports equipment to three local Warwickshire schools, Southam Primary, St James' C of E Primary and St Mary's RC Primary.

Dave has been donating to local schools for a number of years, and said: "I just decided to give something back."

■ THREE volunteers from the Medical Centre at RNAS Culdrose have been training young people in basic first aid under a project organised by Voluntary Services Overseas (VSO) and the Prince's Trust.

PO Karen Surtees, MA Andy Wilcox and MA Robbie Mackay trained 18 young people from all over the UK and Tanzania.

■ HMS RALEIGH Artificer Apprentices were recently to be found in the playground of Torpoint Infant School, but their time there was not spent in play. The 22 trainees laid a new patio area, and fixed and painted the existing playhouses and sheds around the playground.

Headmistress Debbie Snookes said: "The hard work of the apprentices was greatly appreciated and the fruits of their labours will be enjoyed by the children for many terms to come."

■ THE DIRECTORATE of Naval Recruiting has provided a new basketball kit to the Tamar Valley Cannons Under-14s team that displays the Royal Navy logo.

WO Micky Northfield RM from the Plymouth Armed Forces Careers Office said: "Sports and fitness is an integral part of being in the Armed Forces."

"The Royal Navy and Royal Marines Careers Service see this type of sponsorship as an excellent way of promoting the Services while helping young people progress in sport and fitness."

■ THE FLEET Electronic Warfare Support Group (FEWSG) at HMS Collingwood earned themselves a new nickname when they pitched up to help at a local Fareham school.

Ranvilles Junior School were left baffled when new computer desks turned up – but the instructions were all in Swedish! The team from the Fareham establishment turned up to turn their expertise to deskbuilding despite the lack of instructions, and earned themselves the new title for FEWSG – 'Fill Everything with Wood, Screws and Glue'.

■ THE ROYAL Naval Benevolent Trust has helped former Navy man Leslie Oak with a wheelchair lift. Leslie lives in Dover and served in the Navy during World War II as a Signaller, and the grant of £650 from RNBT for a wheelchair lift from his bedroom to the lounge prevents him being confined to one room.

● Leslie Oak and his new lift



### British Limbless Ex-Service Men's Association

BLESMA provide for those who have suffered the loss of limb(s) in the service of their country and also for their dependants, especially, their Widows. Whilst we do not wish to gain new Members, general service life, accidents and conflicts such as the current situation in the Gulf Region makes it inevitable that we do. We are here to offer advice and assistance in the rehabilitation and recuperation processes especially in the early days following their loss.

For our elder Members our two nursing homes provide permanent residential and convalescent care for them and dependants alike. Please consider making a donation or organising a fundraising event or project on our behalf. We have much still to do and with your help we shall continue to do so.

BLESMA, Frankland Moore House, 185-187 High Road, Chadwell Heath, Romford, Essex RM6 6NA

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# MCMVs discover lost British mines

ROYAL Navy staff from the Third Mine Countermeasures Squadron (MCM3) headed off to Germany to take part in Exercise Blue Game in early May.

Located at the German Naval Base Olpenitz, Cdr David Bewick commanded a multi-national task unit of MCM vessels from Germany, Denmark, Holland and Norway.

The unit was assigned to the Kiel Bight area of the Baltic Sea, and during the exercise uncovered some 38 mines planted as part of the training, but more significantly another 20 British World War II mines that had lain undetected for 60 years.

The area is an important fish breeding site so the German Fisheries Agency would not allow countermining until after the spawning season, but the position of each mine has been passed to the German Navy for safe disposal once this ecologically-sensitive time has completed.

In addition to the European

ships in action, the shore-base had an international feel with personnel from Canada, Spain and Greece who had recently completed the Mine Warfare Long Course at Euergermin in Belgium.

## Cornwall looks back

HMS CORNWALL, the Type 22 frigate, conducted a service of remembrance on Easter Sunday to honour two ships lost at sea during World War II.

The service commemorated the sinking of the County-class cruiser HMS Cornwall and her sister ship HMS Dorsetshire in the Indian Ocean.

The poignancy of the moment was not lost among those members of the ship's company who had friends and family in the Gulf.

The present HMS Cornwall is currently the Flagship for the NATO Task Group operating in the eastern Mediterranean.



● LPO(STD) Mark Harvey steers a US Coast Guard helicopter on to HMS Iron Duke's flight deck

## Iron Duke teaches US Coast Guard to fly the British way

TYPE 23 frigate HMS Iron Duke has been on an informal visit to Key West in Florida.

During their visit, the ship took a chance to exercise with the United States Coast Guard (USCG).

Under the careful eye of PO(STD) Mark Harvey, one of three Flight Deck Officers (FDOs) on the Portsmouth-based frigate, a Dolphin helicopter was marshalled onto the flight deck.

The helicopter carried out several 'ship-controlled approaches' to the Royal Navy frigate so

that the USCG pilots could practice approaching the ship's flight deck in the British way.

The initial flight was conducted by Lt Steve Bolton of the Royal Navy who is presently on exchange at the USCG station in Miami, one of the busiest sea rescue units in the world.

Iron Duke is now back on duty as the Atlantic Patrol Tasking North, conducting counter-drug operations around the West Indies.

In this role she works closely with the USCG detecting and monitoring suspect vessels in the Caribbean.

# Somerset sets off for Baltic

TYPE 23 frigate HMS Somerset set off from Plymouth in mid-May for a six-week deployment that will take her to the Baltic and see her take part in exercises both military and vocal.

The main focus of her stint away will be a multinational maritime exercise called BALTOPS 2003, where 18 allied nations will work together.

This exercise is conducted in the spirit of Partnership for Peace and provides a basis for promoting mutual understanding among the participants, both NATO and non-NATO.

Somerset is due to visit a number of the countries in the area, including Riga in Latvia during the end of May – the weekend of the Eurovision Song Contest!

The ship's company will be on

## Gloucester back

TYPE 42 HMS Gloucester is back at sea after a massive overhaul.

The destroyer spent 15 months at Devonport Naval Base in Plymouth being fitted with new engines, a more efficient fuel system and three new mini-sewage treatment plants at a cost of £24 million.

Her accommodation has also been refurbished, and her weapons systems and sensors worked over.

Gloucester is now the first of her class to have colour, flat-screen displays in her operations room.

She is now on a programme of sea trials which will culminate in her rejoining the Fleet in November when she will be ready to deploy under her new Commanding Officer Cdr Malcolm Cree.

hand to cheer on the UK entry in the singing competition.

Among the other countries she will visit are Estonia, Lithuania, Poland, Russia and Germany.

The Commanding Officer, Cdr David Barker, said: "This promises to be a busy but enjoyable period.

"Not only will we have the chance to show off our capability to 18 other navies, but we will also be visiting six very different and interesting countries.

"Of course, separation from our

loved ones is never easy but, for me, this challenge and variety is what being in the Royal Navy is all about."

The time away will also give the Navy warship a chance to pass on the greetings from the Mayor of Plymouth to the Mayor of Gdynia, Plymouth's twinned city in Poland.

Members of the ship's company have plans to visit a number of children's homes in Lithuania and Russia to deliver much-needed toys and clothes.

## Ark Royal crew make it to Leeds final match

TWELVE members of HMS Ark Royal's advance leave party were invited to Leeds United's final match of the season, continuing the link between the Premiership football club and the aircraft carrier.

HMS Ark Royal arrived home from the Gulf on Saturday, May 17, and an advance party flew back early to be refreshed and ready to take on shipwatching duties while the rest of the ship's company returned to their much-missed families and homes.

The affiliation began in earnest last year when the football club presented the carrier with a brand new strip.

The twelve Navy visitors were able to present the Club chairman, Professor MacKenzie, with a framed photograph of Ark Royal's team in the Leeds United kit which they wore in a match against a local team in Salalah, Oman.

Before the kick-off for Leeds United's final game, the crowd were treated to a 3-minute video showing HMS Ark Royal

and her aircraft in action during Operation Telic.

Then at halftime, the Ark Royal crew were paraded on the pitch before the packed crowd, and in an interview PO Steve Winter, a player in the Ark Royal soccer team, explained the link between ship, city and Leeds United.

The day ended with a chance for the Ark Royal personnel to meet Leeds players and their new manager, Peter Reid.

## Navy on the stage

THE Royal Navy will be in a different theatre in mid-July when the Naval acting troupe The Really Necessary Travelling Actors will take to the stage with their production of *Mort*.

The play, adapted from Terry Pratchett's book, will run from Tuesday July 15 to Saturday July 19 at the New Theatre Royal in Portsmouth.

Tickets cost £5, with concessions £4 and a prize for the best Discworld fancy-dress on the Saturday night. Box Office on 023 9264 9000.

## Brief stop at home for ocean-going HMS Scott

OCEAN-SURVEY ship HMS Scott returned to Devonport in mid-May after survey operations in the Indian Ocean and the Gulf of Aden.

But this will be for a brief maintenance period before sailing once more in June to continue her work in the North Atlantic.

The maintenance was originally scheduled to take place in the Gulf in April, but was delayed and relocated due to the conflict in Iraq.

This meant that the ship could complete her tasking in the area without any loss to her programme.

Since leaving Plymouth last October, HMS Scott has surveyed over 26,000 nautical miles – the equivalent of more than one complete circuit around the world.

Commanding Officer Cdr Derek Turner said: "I have been thoroughly impressed with the professionalism and dedication of the crew.

"The crew should all be very proud of their achievements in the last seven months; they brought a ship back into the fleet and even though very lean manned proved her worldwide capability."

Their focus on the job has not prevented the ship's company from finding time to raise over £1,000 for their adopted charity, the Child Development Centre at Scott Hospital in Plymouth.

## Falklands goal for Gold Rover

ROYAL FLEET Auxiliary Tanker RFA Gold Rover sailed from Plymouth in early May to take on a mammoth deployment that is scheduled to last until the end of 2004 as the Atlantic Patrol Tanker (South).

The 11,500-tonne fleet tanker will be based in the Falklands, providing support to British Forces in that area, and to RN and allied warships in the South Atlantic.

Gold Rover is not expected to arrive at the Falklands until the beginning of June, after a long passage that will see her calling in at Gibraltar, Dakar, Senegal and Freetown, Sierra Leone.

Her two sister ships are both away on deployment, RFA Grey Rover is part of Naval Task Group 03, and RFA Black Rover is the Atlantic Patrol Tanker (North) operating around the Caribbean.

The three Rover-class tankers replenish warships while under way with fuel oil, aviation fuel, lubricants, fresh water and limited amounts of dry cargo and refrigerated stores.

## Southampton to Scottish shores

TYPE 42 destroyer HMS Southampton will begin her campaign to bring the Royal Navy into the public eye at the International Festival of the Sea at Edinburgh from May 23-26.

This is the first of a series of visits that will take place around the coast of Scotland and Northern England promoting the Royal Navy.

Other stopping points in her summer tour include Glasgow, Aberdeen, Dundee and Newcastle.

During the Scottish Festival at the port of Leith, HMS Southampton will play host to a royal visitor Princess Anne as part of the celebrations.

Non-Royals will also have the chance to explore the destroyer over the Festival, as she will be open to visitors throughout the period.

Anyone wanting tickets for the International Festival of the Sea should call 0870 013 40 60 or 0131 473 2000.

## Pen Friends

**HOWTO ADVERTISE:** Simply write your message (£10 for up to 10 words. Each extra word £1 to a maximum of 15 words). Send your cheque or PO payable to 'Navy News' to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on. (Payment by credit card/switch please use coupon on page 4).

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# Groundbreaking filming for TV's Making Waves

THE PRODUCTION crew for Carlton TV are breaking new ground in their filming approach to the new Naval drama *Making Waves*.

This will be the first drama series of this nature to be filmed entirely using the next generation of mini-DV digital cameras.

Conventional TV production cameras are large and bulky, and these miniaturised digital versions are better suited to the somewhat restricted conditions to be found on board one of Her Majesty's warships.

Producer Philip Shelley said: "We are pleased to be pioneering and breaking new ground in this way."

Each day over three hours of footage go back to the Carlton production offices which are settled in a building in the heart of Portsmouth Naval Base, just under the prow of the Navy's flagship HMS Victory.

Every minute of the footage is digitised and put together into a rough cut at the sophisticated editing suites using state-of-the-art Avid editing software.

There are three dedicated Navy personnel committed to supporting the film crew: Lt Cdr Kevin Fincher, WO Dave Allport and LS Sarah Worthy.

The three offer invaluable expertise on the ins and outs of Naval life, and can even keep an eye on the finer details of correct uniform, posture and slang.

But the Naval trio have not

been able to resist their chance in the limelight, and at random points in the drama can be spied as extras in the backgrounds of the filmed scenes.

There are usually about 60 personnel on any one day tied up in the daily shooting production, but this number can swell to almost 150, most of whom will be on set involved in the actual filming.

The equipment and paraphernalia that go with TV filming is immense, and the unit base in the naval base is bolstered with wagons for make-up and costume, a galley, and trucks for cameras, electrics and lighting.

Days are long with an average day's filming starting at 7am and extending to after 7pm, with the times shifting right or left for gruelling night shoots.

Filming began on March 24 and takes place six days a week. Everything is due to be finished towards the end of June, with a broadcast date expected later in the autumn of this year.

Filming has been going on around the Portsmouth area, with HMS Grafton serving as the main filming platform but the film crew have also been out and about in Fareham and Gosport.

Some scenes have been filmed at the Navy's sinking ship training simulator, the Damage Repair Instructional Unit (DRIU) at HMS Excellent in Whale Island.



● Dramatic scenes of a rescue on a damaged fishing vessel filmed at the sinking ship simulator, the Damage Repair Instructional Unit (DRIU) at HMS Excellent, Whale Island. Picture: Tony Nutley, Carlton TV

## Top London hotel says thanks to Forces

RAFFLES Brown's hotel in the heart of London have stepped forward to offer a special rate to currently-serving members of the British Armed Forces as a way of saying thank you for all their efforts in the Gulf and around the world.

The historic five-star hotel is only minutes walk from Green Park and Piccadilly Circus and is slashing the cost of its premium-quality rooms by more than half.

The usual rate for a standard room is £432 but Brown's are offering the British military the rooms at a cost of £145, with similar reductions on their superior, executive and even four-poster suites dropping from £620.75 to just £250 (all costs are per room).

The rates are valid until September 7, 2003, and include VAT and breakfast.

For more information visit the hotel's website on [www.raffles-brownshotel.com](http://www.raffles-brownshotel.com) or telephone 0207 493 6020 and be sure to quote reference military.

## Wrens website launched

THE ASSOCIATION of Wrens is online and hoping to catch the attention of women currently serving in the Navy, in addition to ex-Wrens, QARNNS and Reservists.

This initiative is part of a new approach 'Looking to the Future' focusing on how the Association can attract a greater number of women, especially those who served in recent decades, to add to their already broad membership.

For more information, visit the website on [www.wrens.org.uk](http://www.wrens.org.uk) or call 0207 932 0111.

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## People in the News



● CPO Billy Fowler receives his Phalanx Trophy

### Nottingham crewman wins Phalanx prize

The annual Phalanx Trophy presentation has gone to CPO Billy Fowler of HMS Nottingham.

The award recognises Billy's great competence as a maintainer and his high ability to keep the

Phalanx system operational.

Rob Warne, Phalanx Programme Manager UK, presented the award to Billy along with a cheque for £400 for the Ship's Welfare Fund.

# Every picture tells a story

MAY forty years ago saw the last National Serviceman demobbed and returned to civilian life – the anniversary sparked a few memories for one man who was drafted in to the Navy for National Service in 1953.

A flick back through the yellowed pages of his old 'log' book brought to light cartoons that summed up his experiences in the Navy, and perhaps will be familiar to many others who also hark back to those years.

Ron Fountaine now makes his living as a travelling artist on board cruise ships around the world, so it seems those years in the Navy got Ron bitten by the seafaring bug.

His first experiences of Naval life were at HMS Raleigh in July 1953 as part of Hawkins Division (prev. 26X new entry class), where his towering height earned him the nickname of Lofty from his classmates.

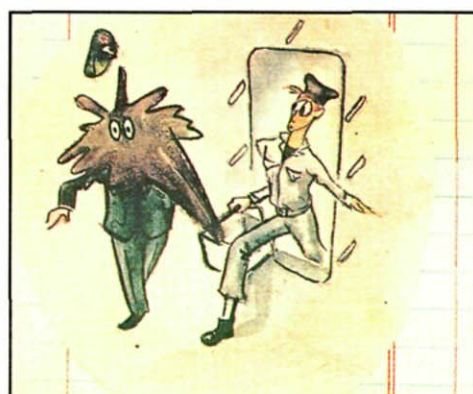
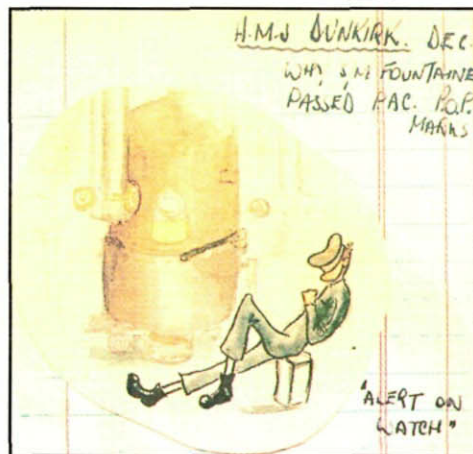
The drawings here were done while Ron went through a Preliminary Advancement Course on board HMS Dunkirk as a Petty Officer Potential, and capture particularly memorable moments in his road to greatness – caught asleep in the engineroom and rushing from the heads to the jackstaff as pipes got more urgent.

He vividly remembers the moment when he tripped in the passage holding a bucket of dirty water. "The Chief Mechanician politely stood aside for me. The square bucket contained the filthy water resulting from scrubbing the mess deck.

"He was not pleased. He called me names," Ron commented dryly. "These incidents all happened – but I still passed."

He added: "The training that I and my pal Terry Dennis had was in no way a diluted form of that of the regulars. Indeed, we were both made up to Acting Leading Engineer Mechanics after our demob.

"Not bad for a commercial artist and a printer."



## News in brief

■ EIGHT members of HMS Cornwall's ship's company have been recognised with Herbert Lott awards for their hard work and contribution to life on board the Type 22 frigate.

CPOs Overvoorde, Sheather, Wilton, POs Neville, Fergus, Wallis, LWEM Jones and LSA Chapman were nominated by their Commanding Officer Capt Simon Charlier.

Capt Charlier said: "It is a great honour to present these awards as a visible recognition of the high standards achieved through exceptional hard work beyond their usual duty from these fine Service men and women."

Cornwall is currently deployed in the Mediterranean as the Flagship to Standing Naval Force Atlantic.

■ A ROYAL Marine has come up trumps in the RN&RM Sports Lottery. Mne 'Taff' James, a driver with the UK Landing Force Command Support Group won £5,000 while deployed on Operation Telic in the Gulf.

Mne James has been overwhelmed by his increased popularity in the squadron and inundated with numerous suggestions from all his new 'best friends' on the best way to fritter away his winnings – none of which would be to his benefit!

■ THE LAST LWEM(O)s Qualifying Course in the Navy has gone through the Maritime Warfare School.

The branch is now closed after the appearance of the Operator Maintainer specialisation.

The last 13 Leading Weapon Engineering Mechanics (Ordnance) all passed and should by now have all been uprated to their new rank.

■ THE Senior Rates at the Maritime Warfare School in Dryad could not let the Radar, Sonar and Gunnery branch pass over to its new title without a final farewell ceremony.

On April 1 the Radar, Sonar and Gunnery branch changed over to the AWT(Radar), UM(Sonar) and AWW(Gunnery) and some 60 Senior Rates pulled together to wish goodbye to the Operations branch.

■ A GROUP from the Midlands branch of the Royal Naval Patrol Service Association paid tribute to a wartime comrade Jim Whitehouse.

Jim served with minesweepers throughout World War II after signing up at the outbreak.

Jim had died last year after a long illness but his friends had not been able to get together to say goodbye until this year.

Alf Baker, 'Dutch' Holland, Len Price, Norman Leavesley, Arthur Young and Len Turner conducted a moving ceremony at the graveside.

■ OLD SHIPMATES got together for a 60th reunion in honour of the HMS Coventry that was sunk by air attack in the Mediterranean in 1942.

A special service was held in Coventry Cathedral where a wreath was laid in memory of those lost.

● Left to right: J. Gough, J. Johnson, E.J. Hayes and D. Arthurs from the 1942 HMS Coventry



### Triple score in AIB test

FOR HMS Norfolk it's been a triple success with three members of the CPOs Mess passing their Admiralty Interview Board in quick succession.

CPO Wren, CCMEA Clemmit and CPOMEA Morrison all passed at their first attempt and are now waiting to hear back from the BRNC Dartmouth on Senior Upper Yardmen entry for this year.

Their achievement is even more impressive against the backdrop of Norfolk's busy commitment to Operation Fresco, committing them to fire stations.



## TRADITIONAL TIMES

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# People in the News



## Naval wife so proud of motivated mother

DIANE Bryan's mum has been putting her heart and soul into supporting the Royal Navy and Royal Marines units out in the Gulf involved in Operation Telic.

Dot Woodger was fired up when she heard about the Yellow Ribbon campaign where people were encouraged to wear a yellow ribbon in support of the troops in the recent Iraq War.

Dot made herself a yellow ribbon and wore it proudly – this led to enquiries from friends and members of the public at her Tesco workplace where they too could get hold of these ribbons.

Keen to make sure that the country knew that many people supported the troops out in the Gulf, Dot bought 250 yards of ribbon and 1,000 pins to make up the little badges for folk who wanted them.

Meanwhile to make sure the troops knew they were cared about, Dot was packing up shoeboxes full of socks and suncreams, playing cards and puzzles and sending them out to individual ships and units, under the guidance of her son-in-law PO Stan Bryan of HMS Sultan.

Each box bears the label "To my boys and girls in the Gulf, take care, love Dot", and to date 26 boxes have been sent out.

Although hostilities are all but over, Dot's work has not finished. With some ships and RM units still in the area, Dot's now setting out to combat boredom and her packs from home are still being sent out with goodies to relieve life away.

Daughter Diane said: "I'm so proud of her. It's all off her own bat completely."

"She should have an award for everything that she does for charity."

Apparently Dot had decided to give up charity efforts this year but once the conflict kicked off she could not stand by and not do all she could to help those Service personnel away from home.

Diane added: "Even when we were on the bus on the way back from the Army and Navy rugby game she made me do a whipround."

Dot is turning any donations into more goodie boxes that are winging their way out to specific units in the Gulf.

To her delight, she has already heard back from some of her beneficiaries but her one priority is to help.

# Liam youngest to be awarded Military Cross

A ROYAL Marine from 45 Commando has become the youngest non-officer ever to be awarded the Military Cross (MC), one of Britain's highest military honours, for his actions during operations in Afghanistan last year.

Mne Liam Armstrong is one of 95 Service personnel to receive awards in the Operational Honours List (April to September 2002).

Liam (23) from Carlisle, and based at RM Condor in Arbroath, was awarded the MC following: "outstanding bravery, initiative and leadership, well beyond his rank and service experience," whilst deployed on Operation Jacana in Afghanistan from April to July 2002.

Whilst on Operation Buzzard in the Al Qaeda heartland to investigate a compound thought to contain extremist militia and weapons, a patrol from Zulu Company came across a pocket of resistance.

Liam decided to seize the moment. He forced entry to the compound and was followed in by his colleague, Mne McCann, but found themselves confronting nine armed men.

Liam levelled his weapon and succeeded in getting the men to surrender, relieved them of their weapons, and kept them as prisoners until the rest of the team could assist – all without a shot being fired.

After this initial assault, Liam then had the task of controlling an aggressive crowd.

Again he excelled, maintaining order, quelling flashpoints, and even recognising and detaining an escaped prisoner in the midst of the crowd, without causing injury to himself, his team or the crowd.

When Liam was notified of the award he initially thought it was a joke: "My Mum and Dad received the letter at home and were so excited they called me straight away," said Liam.

"I was gobsmacked but thought the MC was only for officers, so I took the letter to my bosses thinking it was a wind-up – and they all thought it was a wind-up too."



● Mne Liam Armstrong, the youngest non-officer ever to be awarded the Military Cross

"Obviously I'm over the moon to receive such an honour, which is also a credit to all my fellow marines in Zulu Company."

"I don't think I did anything especially brave – I just knew we needed to gain the upper hand and get on top of the situation. In the heat of the moment you don't think, you just act, and all the training you've had makes it come naturally."

"I'm proud to have been part of Operation Jacana in Afghanistan; we had a great team out there and 45 Commando did a top job."

Maj Rich Stephens MBE was commanding Zulu Company during Operation Jacana, and nominated Liam for the award.

"I'm very pleased that Marine Armstrong is receiving the Military Cross for his bravery. The entire team showed high professional conduct throughout this specific operation, but Armstrong's actions stand out as being truly exceptional and deserving of permanent recognition."

al and deserving of permanent recognition."

Brig Roger Lane, who has been awarded the CBE for his role as Commander of Task Force Jacana, added: "I am delighted that the magnificent efforts of so many individuals deployed on Operation Jacana have been recognised in the Honours List, but my greatest admiration goes to Marine Armstrong."

"His extraordinary bravery achieved a peaceful surrender from the enemy, and immediately defused a volatile situation, which was threatening our long-term relations in the area. The Military Cross is a most fitting award for such an exemplary performance."

Formerly the Military Cross was just for officers but after a review in 1993 is now available both to officers and other ranks.



FOR anyone in the Navy the role of 'body under the car' would not be a tempting offer during a disaster relief exercise at the Flag Officer Sea Training organisation.

But Jacqui Chivers, the FOST facilities manager, volunteered and spent a cold and wet morning on the Distex site at Devonport Naval Base during an exercise with the FGS Luebreck.

## Two thrown into the deep end with the Royal Marines

SAMIR Gadawala and Paul Buckley may have got more than they bargained for when they entered a national Royal Navy competition featured in FHM magazine.

The two won a three-day trip to Norway, but ideas of majestic mountain scenery and roaring fires in log cabins were soon banished when the duo joined the Royal Marines in Arctic training – some of the toughest military training known to man.

Samir said: "When I first won the competition I was really excited that I'd be learning to ski and travel behind a skidoo. I imagined it would be amazing, although I don't like the cold too much."

"The reality didn't really hit me

until I arrived in Norway to a wintry wilderness and was shown how to make my own snow survival shelter – then I had to sleep in it!"

"The three days were action-packed and incredibly challenging, especially the ice-cutting exercise. I just had to forget about being afraid, be brave and remember what I'd been shown."

Paul added: "There were no downsides to the experience!"

"It was a lot of fun and enjoyment. All the exercises gave a sense of self-satisfaction and pride on being completed. The whole trip was made easier by the fun approach shown by the Marines."

He concluded: "A totally satisfying, fun and unforgettable, once-in-a-lifetime trip!"

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CAPTAIN Trevor Soar, Captain of HMS Invincible, presents a cake from the aircraft carrier to the King George's Fund for Sailors at the big KGFS dinner during the Battle of the Atlantic commemorations in Liverpool in early May. The cake, made by Leading Chef Sandy Norm, took 37 hours to make, including 12 hours baking time and weighed 10lbs. Picture: PO(Phot) Paul Smith





● Expedition leader Rod Newman comes face to face with one of Pitcairn Island's eldest residents Mrs Tupen



# Divers explore at Bounty isle

**F**OR TWENTY people it was the adventure of a lifetime, travelling to the remote Pitcairn Island and turning back the pages of history to Fletcher Christian and the mutiny on the Bounty. The generosity of the Islanders, matched with the stunning scenery, diverse wildlife and fabulous diving, led to an unforgettable experience. Teamwork, motivation and determination were needed to achieve this most distant diving expedition, all under the leadership of CPOMA Rod Newman, now based at HMS Sultan.

Expedition Bounty Bay was a diving expedition that took its tri-Service and civilian members to explore the distant reefs and shipwrecks that surround Pitcairn Island and the atolls of Henderson and Oeno.

Pitcairn was the final landing place for the mutineers from the Bounty who had rebelled against Captain Bligh. The islands lie at the heart of the Pacific Ocean, beyond Australia, New Zealand and the islands of Polynesia.

Pitcairn Island has a population of just 46 people, most descended from the original mutineers who settled the remote land looking for peace from pursuit.

For the diving team Pitcairn offered a similar haven after a long and gruelling journey that despite delays had seen them transfer to gradually smaller aircraft before joining the merchant vessel Bounty Bay for a final 48-hour sea crossing to their distant destination.

The first sight of Pitcairn Island inspired the diving team. Rod said: "The excitement on the boat was unbelievable. Although people had been on watch and the watchkeepers were very very tired, everyone was up and buzzing."

"It was the very first sight that Fletcher Christian and the people on the Bounty had seen 200 years earlier."

For Rod it had a particular

resonance, after he had spent more than a year of careful planning, hard work and industrious fundraising to make the whole adventure possible: "I knew at that point that I'd actually achieved my aim - we'd got there!"

The team was greeted by a long-boat from the island with the traditional welcome party, and the majority of the island's residents were gathered at the shore to welcome their diving visitors.

But the trip was not just about the pleasure of diving. The team, of which more than half were Naval personnel, was carefully selected to bring a mix of skills that might benefit the Pitcairn islanders themselves.

Counted among the visitors were military medics and dentists to bring additional skills to the island's existing provision. Scientists were there to study the marine biology and geology, and naval hydrographers to bring back information to update charts.

Aid was a two-way street with Pitcairn Islanders leaping to the team's assistance when an engine was lost overboard from the dive boat - before the military divers could get suited up the locals had taken out a long boat and freedived without equipment or kit down into the depths of the sea to retrieve the lost engine.

"They really are a tremendous seafaring race," said Rod with

● (Left) The divers encountered spectacular coral displays  
● (Below) The fierce sea conditions were described as akin to diving in a washing machine







● (Above) The original bible from HMS Bounty; (right) Each year the Pitcairn islanders build a model of the Bounty to burn in the harbour now called Bounty Bay

sincere admiration for the people.

The islanders are proud of their heritage, burning a model of Bounty each year in the bay to mark the occasion when Fletcher Christian and the remaining mutineers destroyed the ship that had brought them to their new home.

For team leader Rod Newman this connection was brought to the fore when he was asked to do a reading at the church service.

"I rehearsed it umpteen times the night before so I had it off to a tee. And then in the church in the morning I was given the privilege of reading from the actual Bounty bible which still bears the thumbprints of Fletcher Christian, John Adams and all the people.

"Well, this bible was opened up ready for me. I looked down and the print in this bible was about 4pt on opaque yellow paper. I could hardly read it!"

The team had the chance to explore among the timber wreckage of the Bounty and the Cornwallis that ended their days off the coasts of Pitcairn and her

surrounding islands. The waters around Pitcairn island are fierce and turbulent, with diving troubled by the strong currents. Rod said: "I can honestly say that it was like diving in a washing machine."

The team carried out 355 dives, totalling 15,336 minutes or the equivalent of ten days underwater.

In addition to the fascinating wrecks that lie in the nearby waters, the area is teeming with exotic fish and other colourful inhabitants, with fantastic coral gardens that bloom under the sea.

Inquisitive sharks crowded around the divers when they explored the underwater realm by Henderson atoll: "They were as fascinated by us as we were by them."

Rod Newman has the highest praise for the people of Pitcairn Island, their generosity and welcome, their seamanship and their approach to life.

Throughout the expedition the team used a website to keep the outside world up to date on their progress.

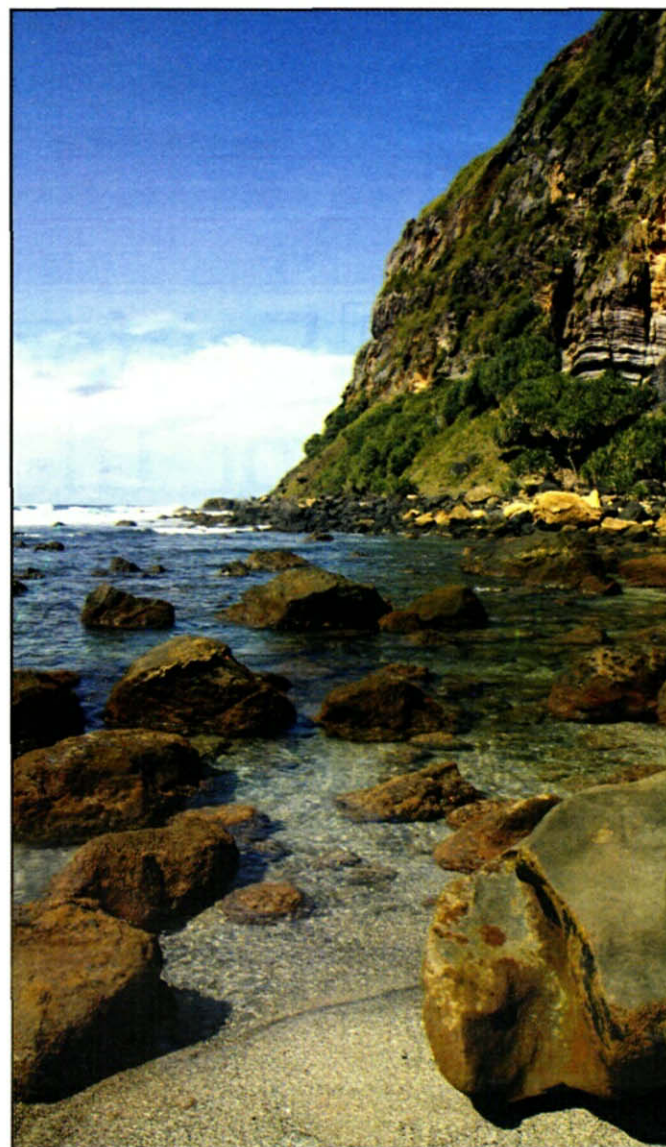


Anyone interested can find out more on [www.bountybay.org.uk](http://www.bountybay.org.uk) and work is under way on a post-expedition report, a CD-Rom full of photographs and a video for sale to the public.

Rod set out to build a team that worked together regardless of Service, rank or rate. "It was the team themselves that pulled together. I have to say that I was humbled by being associated with them. They had a phenomenal amount of spirit, and without people like that things like this expedition cannot happen."

"My one ambition was to prove that anything can be achieved. I never had a doubt that we could achieve it."

Rod is already planning the next expedition to Pitcairn Island, scheduled for 2005, and his questing spirit is looking to the next big challenge to be conquered after that.

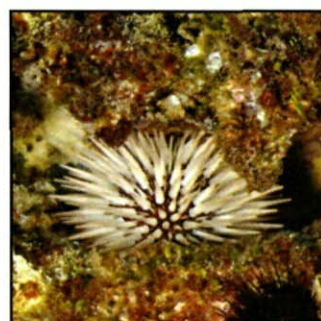


● (Below) The replica Bounty burning in her namesake bay; (right): the dramatic scenery



## Pictures: PO(A) Phot Chris Brick and Dan Burton

● (Outside edges) Images of the diverse wildlife and dramatic diving on the wrecks that surround Pitcairn Island, Henderson and Oeno atolls





# SPLENDID'S SINGAPORE GIRLS

NUCLEAR submarine HMS Splendid is seen leading HMS Liverpool and RFA Grey Rover with Singaporean Navy units RSS Valour, RSS Vigilance, RSS Sea Tiger and RSS Sea Lion in Exercise Lionheart.

This was designed to provide an opportunity for both navies to practise anti-submarine and anti-surface warfare as a prelude to the Five Powers Defence Arrangement exercises, including Exercise Flying Fish off Malaysia this month.

At the beginning of May, exactly one year after achieving Ready for Sea Date after a major refit, HMS Liverpool arrived in Singapore for a mid deployment self maintenance period.

She had been released from Operation Telic on April 19 and headed east to continue her original programme on Naval Task Group 03, visiting Malaysia, China, South Korea and Japan.

As she approached Singapore, Liverpool was met by her namesake in the Clipper 2002 round the world yacht race (inset).



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## Fairford date for Tri-Service field gunners

THE TRI-Service Field Gunners are back – and this time the public can see them in action at the Fairford Air Show in Gloucestershire on July 18-20.

The team of Servicemen from MOD Abbey Wood broke new ground last year by becoming the first from a civilian establishment to take part in the traditional Navy challenge – perennial high spot of the old Royal Tournament – which involves dismantling, manhandling and firing a field gun at high speed.

Lt Heather Fraser, the crew's Field Gun Officer told *Navy News*: "We're delighted to be fielding a team again this year – we are unique in that we represent a civilian establishment rather than a Naval base."

"However, all our members are Servicemen on attachment to jobs at Abbey Wood – from either the Royal Navy, Army or Royal Air Force."

The competition dates from the time of the Boer War when Naval gunners came to the rescue of the besieged city of Ladysmith.

It demands physical strength, precision timing and teamwork. The aim is to run a field gun and limber along an 85 yd course, taking it apart and reassembling it and firing three rounds at the end.

The Abbey Wood team didn't win at its debut last year, but did return with a respectable time of one minute 35.91 seconds. The record is one minute 18 seconds.

This year's competition at HMS Collingwood in Hampshire takes place on June 14.

Fairford Air Show runs from July 18-20 when the Field Gunners hope to feature on local TV.

They also hope to conduct a charity run from Abbey Wood to RAF Fairford (approx 42 miles).

Meanwhile training is well under way and the crew are keen to reassure people living near the MOD site in Filton that they should not be alarmed if they hear the occasional thud of the gun being fired.

Or the occasional oath as somebody drops a bit of it...



## 2SL talks to the families

SECOND Sea Lord Vice Admiral James Burnell-Nugent has paid his first visit to Devonport Naval Base since taking up his appointment in January.

He met with families of deployed Service personnel at the RN Community Centre at Crownhill and took the opportunity to call on the nuclear submarine HMS Turbulent, the first RN vessel to return from recent operations in the Gulf.

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# At Your Service



## Reunions

### June

**Pembroke '84 Club:** Warrant Officer and Senior Rate Stewards reunion arranged for the WOs and SRs Mess, HMS Raleigh on June 13th has had to be cancelled for this year.

**HMS Glory Association** reunion and AGM June 14 at the Nautical Club, Five Ways, Birmingham. Contact Tom Stallard, 18 Sandwich Close, Folkestone CT20 3QG, tel 01303 256457.

**551 LCA Flotilla and US Rangers** unveil a plaque at the American War Memorial on the Esplanade in Weymouth on June 18 at 1100. Further details from Jimmy Green on 01297 32647.

**HMS Pheasant Association 1943-47** reunion at Lakeside, Hayling Island, June 27-30. All shipmates welcome - 47 still in touch. Contact Bern Dowling on 020 8924 9158.

### July

**HMS Kale 1942-47** reunion at Southdene Hotel, Bridlington, from July 1-3. Contact R. Clay, Madgewood, 31 Cuckmere Way, Brighton BN1 8GA, tel 01273 552076.

**HMS Londonderry 1981-84** Stakehold Association reunion will be held on July 5 in Cheriton Bishop. Details from Peter Hill on 020 7231 7866 or Peter Ritchie on 01647 24271, email: peter.ritchie4@btinternet.com

**Sussex Division RNVR & RNR** reunion on July 5 in Southwick (Hove). Further details from Rita Buckland on 01903 755096.

**HMS Daring (5th and final commission)** reunion, Tom Mogg Inn, Burtle, Somerset, July 12. Contact David Axford, 01428 656438, email: dragon.squadron@royal.navy.org.uk

### August

**HMS Picotee Memorial service** at Chatham Dockyard on August 9 at 2pm. Details from Mrs D. Laws, 10 Ripon Road, Plumstead, London SE18 3PS, tel: 020 8855 3158 or email: debbielaws2002@yahoo.co.uk

### September

**HMS Danae 84-87:** Disco and buffet at Northwood HQ (ex-Warrior) WO & SRs Mess on September 6 at 2000. CPOPT Ian Hardcastle, PT Office, Northwood HQ, Sandy Lane, Middlesex HA6 3HP, tel: 0192 3083 7401, email: ianhardcastle@hotmail.com

**HMS Argonaut Association** reunion in the Victory Bar, HMS Nelson, Queen Street, Portsmouth on September 13. Details from Eric Jones on 0283 8032 3853 or email: ejon5a@ntlworld.com

**Russian Convoy Club (Bridlington)** reunion at Royal British Legion Club, Hilderthorpe Road, Bridlington on September 17 at noon prompt. Details: Albert Higgins, 48 St Johns Walk, Bridlington, East Yorkshire YO16 4HJ.

**HMS Duke of York** reunion and AGM at Royal Fleet Club, Devonport on September 19-20. All members, families and friends welcome. Details from R. Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4NQ, tel: 01928 725175.

**HMS Newcastle Association** reunion for all ships of that name at the Royal Sailors Home Club, Portsmouth on September 20. Contact Ray Young, 109 Westernmoor, Washington, Tyne & Wear NE37 1LT, tel: 0191 4167959 or email: hmsyoung@aol.com

**HMS Ambuscade Association** first-ever reunion in Plymouth on September 26-27. Full programme to be confirmed. Details from Ray Taylor on 020 8907 8717 or email: rayt@servitehouses.org.uk

### October

**HMS Antrim Association** reunion is in Llandudno in October. Former members of the ship's company (all commissions) wanting to join the activities should contact Terry Bullingham on 0121 429 2428.

**Wrens (Meteorology)** reunion in Salisbury from October 3 to 5. Send SAE for details to Maureen Davidson, 3 Dews Road, Salisbury SP2 7SN.

**HMS Sirius 66-93** reunion to be held in Plymouth on October 4. Large SAE to CPO Ayres, FOST, UWW Office, HMS Drake, Plymouth PL2 2BG.

**Royal Naval Writers Association** reunion dinner on October 10 at the Home Club, Queen Street, Portsmouth. Details from Treasurer, Mrs S. Durrance, UPO, HMS Sultan, Gosport, tel 0203 9254 2424.

**HMS Cheviot** reunion weekend of October 10-12 at Burlington Hotel, Eastbourne. All ranks welcome.

Contact Vic Denham, 92 Swallow Road, Larkfield, Aylesford ME20 6PZ, tel: 01732 841654.

**FAA Apprentices (Newcastle Under Lyme) 1940-46** reunion at the Quality Hotel, Hanley on October 18. Enquiries to M. Ayling, 13 Elizabeth Avenue, Rose Green, Bognor Regis PO21 3EL, tel: 01243 262082.

**HMS Vidal, Survey Ship, all commissions:** Reunion on October 18 at the King Charles Hotel, Brompton Road, Gillingham, Kent ME7 5QT. For details contact Dave Parker, 11a Telferscot Road, Balham, London SW12 0HW, tel/fax 020 8673 5392 or book directly with the hotel.

**Corfu Channel Naval Association** reunion and AGM at the Gateway Hotel, Nottingham, from October 24-26. We welcome any new members who served in any of the ships involved in the Corfu incident, October 22 1946. Details from the Secretary, Phil Carey, on 01661 832697 or Ron Harvey on 0151 200 5594.

**848 NAS Malayan Emergency:** 'All Ranks' sought for reunion on October 25. Details from Secretary, Mr L. Smith, 848 Malaya Assn, Oakdale, Church Lane, Ashford Carbonell, Ludlow SY8 4BX, tel: 01584 831397.

**HMS Liverpool** reunion on October 30 and November 1 at the Liverpool Bar, James Street, Liverpool. Open to anyone who served in the Type 42 HMS Liverpool from the first commission to the present day. Also welcome is anyone who served in the wartime HMS Liverpool. From 1830 on both nights. Contact Barny Campbell, 4 St Mathews Close, Walton, Liverpool L4 9XY, tel: 0151 256 5109 or email: b5rny@aol.com

### November

**HMS Cockade Association** reunion at the Trecarn Hotel, Babbacombe, Torquay from November 14 to 16. Please book early. Details from B. Hutson, 27 Gollands, Brixham, South Devon TQ5 8JY, tel: 01803 856272.

### December

**128 M.Q.C., HMS Sultan:** Anyone who was on this course is invited to attend a reunion on December 20, the 30th anniversary of our passing-out parade. Contact Dave Batchelor on 023 9271 6472 or Roger Dann on 01227 272669.

### At your Service entries

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: [edit@navynews.co.uk](mailto:edit@navynews.co.uk). If you are sending your notice in via email, please include your full address and telephone number.
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- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

## Calling Old Shipmates

**HMS Cambrian:** Seeking Bob Draper, Jock Graham, Steve Staines, Fred Squires and all crew of HMS Cambrian, any commission 1944-69. Reunion soon. Contact Peter Ritchie on 01692 406989.

**HMS Vengeance:** Jim Watling is trying to trace any of the crew who served in HMS Vengeance, especially aircraft handlers in the spring of 1950. Contact Jim at The Wallied Garden, Fortescue, Sidmouth, Devon EX10 9HN, tel/fax: 01395 577700.

**No 1 Merlin Repair Ship:** Seeking contact with any members of this party, who did initial training at the Sunbeam Talbot factory in Fulham, and was disbanded at RNAS, Yeovilton. Contact Leslie George Roberts, 124 Magnolia Court, Regents Landing, Main Road, Maroochyodre, Queensland, 4556, Australia or email: [lesrob@satnav.com.au](mailto:lesrob@satnav.com.au)

**HMS Leander 1968-70:** If you served in the TAS department during this commission, Bungy Edwards and Mike North would like to hear from you. Contact Bungy on 01304 212224 or Mike on 01983 812184.

**HMS Nepal:** Members of the crew seconded to HMS Cockade for trials at Falmouth and Loch Goll in 1948-9 are invited to join the HMS Cockade Assn. Contact Fred Bunce, 01902 342229 or Brian Hutson, 01803 856272.

## Over to You

**HMS Ness:** Information sought on the death of Edwin Thomas Elmes, Trincomalee, January 1946. Please contact Julian Sephton, 8 The Willows, Walsall Road, Four Oaks, Sutton Coldfield, West Midlands B74 4QJ, tel: 0121 308 0207.

**The Sailors Grave, Comp: HF Lyte, Music: Sir Arthur Sullivan:** Jack Fielding is trying to find out where and when this was performed. The poem starts - *There is a wide lone sea, A spot unmarked but Holy, For there the gallant and the free, In his Ocean bed lies lowly.* Contact Jack at 26 The Orchard, Heather Bank, Burnley, Lancs BB11 5LA.

**LST 302:** Keith Mitchell is trying to track the last journey of LST 302 from London to New York in December 1945. His late father told a story of an incredible storm on the journey, of which Keith would like to learn more. Contact him at 106 Victoria Street, Coburg, VIC 3058, or email: [mscmittc@au1.ibm.com](mailto:mscmittc@au1.ibm.com)

**HMS Finesse:** Seeking the Log Book of HMS Finesse, which was returned to civilian owners at the end of 1945. Did the last CO keep them or were they handed over to the Admiralty? Trying to confirm an entry in them regarding an attack by a Focke-Wulf 190 in Lyme Bay. No record was found in the local paper, but entries were found in the *Exeter Express & Echo* of December 1. Contact F.N. Jenkins, 'Finesse', 40 Heol Carnau, Caerau, Ely, Cardiff CF5 5NE, tel: 029 2031 2364.

**Phil Owen Booth:** A cook, served in Drake, Apollo, Raleigh, Cook, Goldcrest and Eagle. His widow would like to hear from anyone who knew him, especially Brian Brennan, who lived in Garston, Liverpool. Contact Mrs D.M. Booth, 9 St Stephen Road, Penketh, Warrington WA5 2AN, tel: 01925 723435.

**River-class Vessels:** Seeking information on these WWI and WWII vessels. If anyone has any information can they contact Phil Townsley, 22 Fairbrook Road, Kettlethorpe, Wakefield, West Yorks WF2 7PU.

**HMS Manxman:** John Bullock was PO in Manxman in the 1950s. His sister had lots of photographs of her brother and kept them in her handbag. The handbag was stolen along with her treasured photographs. If anyone knew John and has any photos of him could they contact Mrs M. Dobson, 60 Warren Avenue, Portobello Estate, Wakefield WF2 7JN.

**HM MTB758:** Pongo seeks info on the late Albert Thomas Miller, based at Lowestoft serving in this MTB. Albert was killed in action, believed to be in

Ostend Harbour 1945. Info to John Green, 27 Pennine Rd, Halton-Lea-Gate, Brampton CA8 7LB, tel: 07831 628656, email: [john@thesapper.freemove.co.uk](mailto:john@thesapper.freemove.co.uk)

**Zeebrugge Raid of 1918:** Researching the career of Surgeon Vice Admiral Sir Henry St Clair Colson, a participant of this raid. Colson went on to run the RN Hospital at Barrow Gurney in 1942-5 and became medical Director General of the Royal Navy. If you served with, have photos of or personal reminiscences of Colson, please contact Dominic Walsh MA, Tilburstow House, Stychens Lane, Bletchingley, Redhill RH1 4LL or email: [dominic.walsh@ireland.com](mailto:dominic.walsh@ireland.com)

**HMS Herald:** Warwick Town Council and RNA are trying to discover the whereabouts of the ship's bell of HMS Herald. Contact Derek Maudlin, The Courthouse, Jury Street, Warwick CV34 4EW, tel: 01926 411694 or email: [wtc.admin@btclick.com](mailto:wtc.admin@btclick.com) or John Coles, 41 Coventry Rd, Warwick CV34 5HN, tel: 01926 495887, email: [john.coles209@btopenworld.com](mailto:john.coles209@btopenworld.com)

**Paul Detmar,** married to Sheila, lived in London Road, North End, Portsmouth in the early 1970s but eventually moved to Swindon, where it is known they had family. Wendy and Trevor Muston would love to hear from you. Contact them on 023 9266 6662 or email: [tjmuston@hotmail.com](mailto:tjmuston@hotmail.com)

**HM MBG661:** Having located the ship's bell to Portishead Girl Guides, Charlie is now trying to find out how it arrived there. He would also like to know what type of MGB 661 was and also her war record. Contact Charlie Chivers, 20 South Rd, Portishead BS20 7DW, email: [charlie.chivers@btopenworld.com](mailto:charlie.chivers@btopenworld.com)

**Dits:** As a baby sailor it was amusing to run ashore and hear a fellow sparkie recite a verse about a *Lady of the night* called Maggie Tucker. Does anyone have the lyrics to this tale? If you can help please send it to Norman Dunbar, 27 Kingswood Road, Cramlington, Northumberland NE23 2XB. Also, please send copies of any of these 'dits' to [edit@navynews.co.uk](mailto:edit@navynews.co.uk) or to The Editor at the usual address.

**HMS Alert:** Seeking a copy of the commissioning book and the ship's magazine. Derek Ray Ault served as LSA when it was commissioned, lent out the book but it was never returned. If you can help, contact his daughter, Mrs Sue Jaqueroed, Flat 4, 136 West Wycombe Road, High Wycombe, Bucks HP12 3AA, tel: 01494 462627 or email: [sue@ault40.fsnet.co.uk](mailto:sue@ault40.fsnet.co.uk)

**HMS Bullen:** Seeking information on Arthur Ronald Wealhall, who served in Bullen and lost his life on December 6, 1944. Also information regarding the ship. Contact Kevin Wealhall, 6 Martyn House, Hurst Estate, Woolwich Road, Abbey Wood, London SE2 0AN, tel: 020 8312 4496.

**HMS Recruit 1945-6:** Stoker John Morley was given the task to activate the bugle during the Japanese Surrender and being taken back to Singapore. John had been a bugler in the Sea Cadet Band in Wembley. He asks whether the bugle still exists and whether he would be able to purchase it. If anyone can help him, contact John at 23670-36A Ave, Langley, British Columbia, Canada V2Z 2J6, or email: [johnmorley@shaw.ca](mailto:johnmorley@shaw.ca)

**HMS Figsard, Class 4, August 7 1956:** Seeking CPO Peter Gilham who passed out from this group. Contact Mark Todd, 31 Blackwood Drive, Mount Nasura, Western Australia 6112, or email: [todd@hotmail.com](mailto:todd@hotmail.com)

would like to contact Chris Jones, Bas Mundy and George Tulloch. Contact Fred at 17 Station Rd, Pilning, Bristol BS35 4JT, tel: 07810 647815 or email: [fredandles@tiscali.co.uk](mailto:fredandles@tiscali.co.uk)

**HMS Cornwall 1991:** Brian 'Paddy' O'Reilly wants to contact his old drinking partner, Nigel 'Taff' Rivers. Last seen when they were both on Cornwall. Any info on his whereabouts, contact Brian at 63 College Gardens, Newry BT35 6DR, or email: [OBRI2410@aol.com](mailto:OBRI2410@aol.com)

**HMS Raleigh:** Tony would like to contact Ken Smith, who joined as a stoker on November 23, 1953 and became ERA4 three months later. Contact Tony Ward at 38 High St, Kenilworth, Warks CV8 1LZ.

**HMS Hornet (Coastal Forces Base, Gosport):** Were you shipmates of Edwin Varta (aka Marra), a stoker at HMS Hornet and on MTBs 764 and 5007 between 1944-6, also ML 165 engaged on Air Sea Rescue? Contact Edwin Varta via his niece Marjorie at 14 West Lane, Flimby, Maryport CA15 8RL, email: [Marj124@hotmail.com](mailto:Marj124@hotmail.com)

**HMS Leander:** Seeking two ex-matelots who were known as Stella Stevens and Jack Frost. If anyone knows of their whereabouts could the contact Steve Rowbottom, 10 Ben Jonson Way, Newport, Gwent NP20 3JJ, tel: 01633 663331 or email: [s.rowbottom@ntlworld.com](mailto:s.rowbottom@ntlworld.com)

**HMS Brighton 1972:** Peter and Una Ratcliffe would like to find John Lingwood, who came to their wedding in August 1972. Contact them at Oakdene, North Road, Dibden Purlieu SO45 4PE, tel 023 8084 3460 email: [una@ratcliffe0634.freemove.co.uk](mailto:una@ratcliffe0634.freemove.co.uk)

**HMS Enterprise:** Calling all crew of the Enterprise. A welcome awaits you at the 24th annual reunion of the C21 & D88. If interested please contact Allan Mercer, 89 Royal Avenue, Widnes, Cheshire WA8 8HJ.

**Malta GC:** Steve Tarr recently returned to Malta, his first draft and looked up his old haunts. He cannot remember the layout of HMS St Angelo in 1977 and wonders if anyone has photographs of St Angelo or the entrance to Commem Lascaris at that time. Contact Steve at 38 Heol Seddon, Danescourt, Cardiff CF5 2QX, tel: 029 2025 6026, or email: [steve.tarr1@ntlworld.com](mailto:steve.tarr1@ntlworld.com)

**HMS Lincoln 1968-9:** Whilst on duty at Beira off the South West coast of Africa, crews from both ships on patrol would meet and transfer crews on a Sunday for games. They would compete for the 'Beira Bucket', a battered bright metal bucket. What happened to it? Any information to Charles Rackstraw, 62 Arundel Road, Farringdon, Sunderland SR3 3JW or email: [c.rackstraw@yahoo.co.uk](mailto:c.rackstraw@yahoo.co.uk)

**Gordon Richardson:** Seeking info on the late Gordon Richardson, who served during the Korean conflict. He died aboard ship in 1951-2, thought to be at a UK port, his brother having been killed in Korea in 1951. The brothers were brought up in South Shields. If anyone remembers Gordon, contact Mrs Louise E. Post, 11-316 Whitman Road, Kelowna, British Columbia, Canada, email: [louise.post@telus.net](mailto:louise.post@telus.net)

**Engineering Captain Edward Philip Patrick RN:** Seeking information about the Captain, who was recalled from retirement in April 1939 to serve in HMS Barham, seeing action in Matapan, Dakar, Bardia, Crete and others. He was then posted to Engineer in Chief's Dept, on to the Govan Shipyards and then Naval Overseer for the construction of Naval Ships. Any information or photographs to Michael J. Charteris, 12 Trumpy St, Silkstone 4304, Ipswich, Queensland, Australia, email: [empire1963@hotmail.com](mailto:empire1963@hotmail.com)

**The Clyde River Patrol:** Seeking any information about this organisation. Contact G. Paton, Odell Cottage, Queens Lane, Eynsham, Oxford, tel: 01865 880321 or email: [Senbrae@clara.net](mailto:Senbrae@clara.net)

**Shettleston Harriers,** a Glasgow

athletics club, are keen to contact a former member, Rees Ward, who is believed to be a senior officer in the RN. Contact John Cairney, 2 Potassels Road, Glasgow G69 9EL, tel: 0141 779 1175 or email: [Helecair@aol.com](mailto:Helecair@aol.com)

**HMS Richmond 1941-4:** Seeking a photo of Clyde L. Vincent who served in Richmond. Information or photos to J. Williams, PO Box 34, Pouch Cove, NL, Canada A0L 3L0, or email: [williamsme@aol.com](mailto:williamsme@aol.com)

**Royal Arthur 1979:** Bob McCullen was doing the POs leadership 1560 course, known to members as the 'The Green Machine'. The course song was based on the tune of *Men of Harlech*. Does any reader have a copy of the words? Contact Bob at 6 Landon Court, Gosport, Hants PO12 2LR, or email: [mccullen@biopharma.co.uk](mailto:mccullen@biopharma.co.uk)

**HMS Forth, Malta 1957-8:** On behalf of a friend, Carlo Micallef is seeking Michael Powell who was stationed in Malta. Any information to Carlo at van Nijenrodeweg 746, 1082 JG, Amsterdam, Holland or email: [carlo.micallef@malta.nl](mailto:carlo.micallef@malta.nl)

**Dunkirk/Boulogne/Calais/St Nazaire/Oran/France 1940:** Author of *Enigma: The Battle For The Code* seeks men who served/were evacuated on Little/SS/HMS/other ships/cross Channel steamers during evacuations from France, and sinking of French warships at Oran, in 1940 for book commissioned by Penguin about forgotten heroes of Dunkirk/ St Valery/ France 1940, or their families with memoirs. Contact Hugh Sebago-Montefiore, 37 Tanza Road, London NW3 2UA, tel 020 7435 1035 (wk)/ 1181 (ho), email [sebago@dircon.co.uk](mailto:sebago@dircon.co.uk)

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# Wider issues worth exploring

Regular visitors to 'Drafty's Corner' tend to dine off a diet of detail tailored to Branch specific interest which, over the year, hopefully keeps you all reasonably abreast of change and reminded of 'tips' that will enable you to get the most out of the 'system'.

Specific issues are also highlighted through in-house magazines, routine work of the Regional Drafting and Career Advisers (RDCA), roadshows, lectures, and website notices.

So, there's no shortage of career management and drafting information out there and, more so than I can recall in my 32-year Naval career, people on the payroll to explain and help you understand what it all means to you – this is all good news.

There is also considerable and steady interest expressed about subjects that don't necessarily affect many people directly, and consequently are not the focus of formal public debate.

Awareness of developments that impinge outside personal orbits is very healthy, so on this occasion I

## Commodore Naval Drafting Cdre Duncan Fergusson looks at strategic matters

thought I would cover some 'strategic', as well as contentious, nuggets.

### FTRS

In recent times much has been written and spoken on this subject and, in particular, I am sensitive and genuinely sympathetic to the perception that "People on FTRS prevent Regulars from getting their first preference shore job".

In response, some blunt truths are however unavoidable:

(a) Those serving on FTRS are only where they are because, at the time they started the job, there was no Regular Servicemen/women available and the billet in question would otherwise have had to be gapped.

(b) On expiry of an FTRS commitment (contract) there is no automatic renewal, and indeed one will not be raised if a 'Regular' is available at the time to fill that job.

(c) As of June 02, new commitments are only being offered for a maximum of two years at a time unless I personally approve otherwise (and I have yet to do so).

(d) Delivery of preference is geared to employment area rather than a specific job.

(e) Other than jobs in the Career Service and a handful of old 'extended service' billets at Dartmouth and Raleigh (not open to Regulars anyway), no jobs are recognized by 'Drafty' as being 'FTRS only' to fill.

As CND I am personally committed to ensuring that gap-filling through employing Servicemen/women on FTRS does not occur at the expense of fair and reasonable treatment of those on Regular service.

### CND/RDCA/WMO/EWO

Although a number of my staff have been transferred to the WMOs to reflect the movement of Able Rate communities into squad manning regimes managed by the 'Waterfront', my drafters actually remain very busy on the Able Rate front.

Drafting Able Rates in and out of 'Waterfronts' for a variety of reasons is still one of my jobs and what has quietly been developing



'I think he's saying he's not just a pretty face!'

behind the scenes is the creation of new working relationships between CND, RDCAs, WMOs and EWOs to ensure that we deliver on the potential for improvement as offered by the Topmast squad system.

I use the expression 'boundaries of responsibility but shared interest' to describe what we are now about.

Although not without its teething problems, the new working arrangements are running well – improved Ratings and RMOR personnel management is the shared interest and boundaries of responsibility bind rather than undermine our collective effort on your behalf.

Drafty continues to play an active role in the personnel support of Able Rates, whether or not they are actually employed in a 'Squad', and it is vitally important that links are maintained by sending in DPFs and C240s, as appropriate.

### CAREER TRAINING - LATE CANCELLATIONS & NO SHOWS

One of CinCFleet and 2SLs shared manpower related priorities is to train and therefore promote to LOM the 536 OM's selected for

LOM training in 03/04.

This effort is of critical importance if we are to reduce the size of the now infamous Leading Hand 'black hole'.

In a similar vein, the current effort to channel RMORs through the Junior Command Course (JCC) offers the prospect of much-needed relief to the Cpl shortage.

In addition, a significant backlog of Senior Ratings still require to complete a Senior Rating Command Course (SRCC) and all this adds up to the fact that every career training slot (RMOR, Senior or Junior rate) is precious and cannot be wasted.

All too often places are squandered by failure on the part of individuals to prepare properly which, in turn, results in very late cancellations or No-shows.

If you are not sure what a draft to a particular course means in terms of personal preparation and commitment then ask your DO or Troop Leader.

Regrettably, occasional short notice drafts to career courses are becoming unavoidable.

However, if on the other hand you wish to take advantage of last-minute changes to course loading plans by making yourself available for short-notice consideration, then let my staff know.

### OPS FRESCO AND TELIC

As I write, 3 Cdo Bde is still deployed ashore in Iraq, many ships and units are still in the Middle East and we are still committed to Fresco.

The lead time for Navy News is such that by now changes to the above may have occurred – nevertheless I wish you to know that recovery to pre-Fresco/Telic deployment and career training stability is currently a top priority, not just for my immediate staff, but others as described above with a shared interest.

Whilst the clock cannot be turned back, we are striving to ensure that on an individual basis your aspirations and needs are met – enable my staff to help you by maintaining contact through the RDCAs or by submitting DPFs/C240s.

Finally, a thought on 2SL's PLT – I personally have a very close working relationship with the team and not only value but actually act upon the very quick feedback they provide.

If you have a drafting or career management issue you want to get off your chest – try sharing it with them the next time they are in town.

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● Bobs Bishop (left), Secretary of Bristol Branch of the Association of Wrens Association, hands over PO Connie Pearn's Atlantic Star medal to Lesley Thomas, curator of the Wrens Museum, Portsmouth

## Museum given rare medal

A UNIQUE medal has been handed over to the WRNS Museum in Portsmouth after an advertisement published in Navy News helped put a group of people in touch with each other.

In 2001, the Secretary of the Bristol Branch of the Association of Wrens saw the small advert from Sam Beard, of Malvern.

Sam was asking if anyone knew the whereabouts of a former Wren, Connie Pearn, who had been awarded the Atlantic Star.

Sam had a book which was entitled *The Atlantic Star*, which Connie had signed many years before.

Connie had been a founder member of the Bristol branch of the Association of Wrens, and although in failing health at the time, she had maintained her membership.

Plans were started to reunite her with the book, but before they could be put into action, Connie died.

Connie had been awarded the medal for her unstinting service during World War II. She had been private secretary

to a senior officer on Max Horton's staff, and was the only Wren rating to have been awarded the Atlantic Star.

On her death her medals were passed to Bristol branch by her family for safekeeping, but following discussions and negotiations, it was agreed that the medals should be presented to the Wrens Museum.

The museum already possessed the only other Atlantic Star presented to a woman, in this case a Wren officer.

The medal, the book, and supporting material, is now with the Museum.



## Glasgow glows

HAVING rejoined the Fleet following a year alongside including a docking period and firefighting duties in Operation Fresco, HMS Glasgow completed an intense period of sea trials. Back home in Portsmouth she tested out her ceremonial floodlighting equipment in preparation for Operational Sea Training later in the year.

# New Navy-led force no NATO 'lookalike'

NATO's new rapid response force (NRF) is developing fast – with the Royal Navy leading the way – and is set to start operating early next year.

### Royal Yacht story – official

AT a reception at St James' Palace for former Yachtsmen, author Richard Johnstone-Bryden presented the Queen with a copy of *The Royal Yacht Britannia – The Official History* (Conway Maritime Press £25).

In a meeting of minds at the Fleet Battle Staff Headquarters, the three nations who will command the new NATO high readiness forces, Spain, Italy and the UK, all agreed on how they envisaged it operating and training.

Commodore Richard Leaman, Commander UK Task Group, said: "We have made some significant progress over the past few days with our friends in the Spanish and Italian Maritime Battle Staff Headquarters."

"In the months ahead, Ministers will announce NATO's plans for this important new capability, and we have been working hard to inform those plans with our views from the 'front line'."

"We can expect to see the UK leading the Task Force on a rotational basis, with Italy and Spain in the roster."

"During our period of duty, we will be responsible for the training and command of all the assigned

maritime forces. It's an exciting time for both NATO and the Royal Navy." Cdre Leaman was at pains to explain that the force would not just be a Standing Naval Force Atlantic or STANAVFORMED 'lookalike'.

"We are very much hoping that the new arrangements will see a core of capabilities (including mine countermeasures, amphibious and carrier-borne assets) drawn together to operate as a task force, at varying degrees of readiness but always ready to regroup and lead NATO's initial response to a crisis, anywhere, at any time."

The UK Maritime Battle Staff, led by Rear Admiral David Snelson, was the first NATO Maritime Headquarters to achieve full operational status as a High Readiness HQ last December, and will be conducting a full "role-out" during Exercise Northern Light 03 in the autumn.

The "initial" NRF Task Force will stand up early in the New Year.

## Amateur time team's dream comes true

A NEW exhibition *Invincible: Treasures from the Deep* has opened at Gosport's Explosion! museum of naval firepower – thanks to three amateur underwater archaeologists.

Centrepiece is the exploration of the wreck of the first HMS Invincible, lost in the Solent in 1758.

It was discovered three miles offshore by local fisherman Arthur Mack in 1979, when he caught a massive piece of timber in his nets.

Intrigued by the wooden pegs worked through the timber, he approached his friend, diving enthusiast John Broomhead. The first dive took place on June 1, 1979 – and it was enough to confirm they had found something special. As John said: "It changed our lives."

In order to protect the wreck from the raids of other divers, the pair sought the advice of the Royal Naval Museum, who put them in touch with Cdr John Bingeman, an experienced Navy diver with a sideline in underwater archaeology.

An intensive exploration of the wreck uncovered the timbers of the lost warship. Said John: "It was like a row of massive teeth coming out of the sea bed, with coils of rope winding out of the sand."

And so began the three's detailed work on the wreck over the next 24 years, retrieving artefacts from shoes to tankards, wig curlers to hour glasses.

Explosion! curator Chris Henry explained the link between the Invincible and the Priddy's Hard museum: "This exhibition came about because of an audit where we found gunpowder barrels from the Invincible. We have used Invincible as the hook to talk about the morality of wreckdiving. We pose questions about the nature of historic wrecks, and whether they should be brought to the surface or left where they are."

"There is a very strong purist view that nothing should be touched on the sea bed. But well-controlled archaeological sites

involve all sorts of organisations – expert control matched with manpower."

The three men took on all the underwater archaeology work and research themselves. Said Arthur: "We never got a thing – we've done it ourselves on a shoestring."

Added Arthur: "To be able to come to an exhibition like this makes it all worthwhile."

For more information on the exhibition phone 023 9250 5600 or check John and Arthur's own website dedicated to the Invincible wreck [www.invincible1758.co.uk](http://www.invincible1758.co.uk)

● **TIME CAPSULE:** Diving on the wreck of HMS Invincible has produced a treasure trove of artefacts.



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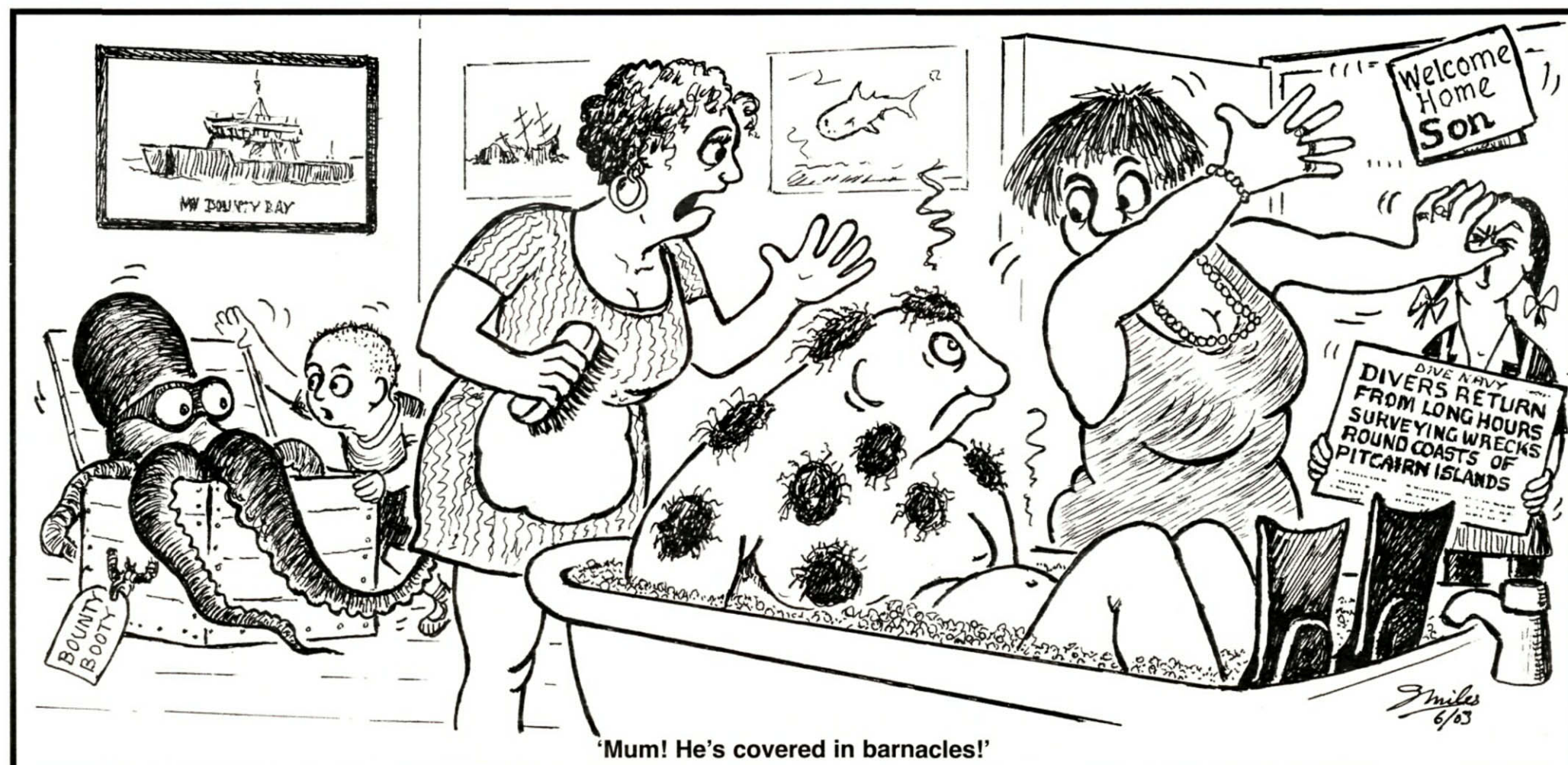
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## NEWSVIEW

### Be advised – charity begins at home

In his foreword to the annual report of the White Ensign Association First Sea Lord Admiral Alan West says its help and guidance is as important today as it ever was – “perhaps more so in light of the increased demands on our men and women in such uncertain times.”

It is mostly financial uncertainty we are talking about here, and this is a particular concern of the WEA, one of the few charities having day-to-day contact at grass roots level with serving men and women.

In his final year as Chairman, Sir Michael Bett noted: “Our aim is to encourage the young to take a responsible attitude to their finances and make the best use of their limited resources.”

“In these days of rocketing house prices, increasing divorce and burdening debt, efficient financial management is ever more important.”

“The most intractable cases with which we deal are often those associated with divorce. Officers, men and women of all ranks and rates, finding the need to change partners and raise new families, seem to put a whole new group of people at risk financially, frequently with one breadwinner supporting two households and two families on one income.”

“The real demands of such a situation usually become apparent just when the earning power of the main parties is reduced dramatically upon retirement from the Navy.”

Likewise, the retiring WEA Chief Executive Capt David Wixon, in his haul down report after ten years in the post predicted the likelihood of a greater requirement for its services in the future with what looks to be spot on accuracy: “As politics and macro economics cause companies the world over to crumble or quake, as insurance policies can no longer give us the necessary assurance, as the word of those who handle the stock and savings of others may no longer be their bond, there really is a need for institutions like the WEA.”

There are also difficulties for ex-Servicemen in finding employment – and these seem to apply now more in some ways to officers than to ratings. The former are viewed as being too old and too much used to exercising their authority while the latter are seen to be more malleable. This is a very simplistic view, but certainly heading your CV ‘former Naval officer’ is no longer the passport to a comfortable future outside that it once was.

The record of the Royal Navy’s people’s support for a huge range of charitable enterprises has long been made clear in these pages – but they should also be advised that charity begins at home.

□ Contact the White Ensign Association at HMS Belfast, Tooley St, London SE1 2JH. Tel 020 7407 8658.

email office@whiteensign.co.uk

● **SPOT ON:** Capt David Wixon, Chief Executive WEA 1992-2002



## Diary date for Pepys’ successor

Samuel Pepys’ “100-and-somethingth” successor as Secretary to the Navy Board Ian Andrews had a special date in his diary last month.

The Second Permanent Under Secretary of State was invited to inspect the Passout of 838 Troop The King’s Squad at the Commando Training Centre Royal Marines, Lympstone, Devon.

The CTC is the biggest RM unit, with up to 1,800 permanent staff and trainees on the 92 acre site at any one time. It runs over 400 courses each

year. After visiting the Depot Royal Marines at Deal on March 7, 1918, King George V directed that the senior recruit squad in RM training would in future be known as The King’s Squad.

One of its latest recruits was Mne Chris Morley from Edmonton, Alberta, whose grandmother Gladys, her best friend Irene Anderson, parents Bill and Margaret and actor brother James all flew over for the ceremony.

Samuel Pepys, who died 300 years ago this year at the age of 70, is best remembered for his famous diaries, which offer a unique picture of London life in the swinging 1660s – the first decade of the reign of the ‘Merry Monarch’ Charles II.

But he was also the friend of Wren, of fellow distinguished diarist John Evelyn, and of Dryden and Newton. He was also President of the Royal Society and one of the most creative and efficient public servants in our history – and the Royal Navy, for the next three centuries the mainspring of British power and policy, was the masterpiece of his administrative genius.

If he also took advantage of his position to enrich himself (“His record does not bear close scrutiny on that point” Mr Andrews admitted ruefully), this was no more than standard practice at the time.

□ First Sea Lord Admiral Sir Alan West is to host the Pepys Club to a lunch at Admiralty House on June 25.

● **FIGHTING FIT:** A member of 838 Troop The King’s Squad is congratulated by 2PUS Ian Andrews as Brigadier Nick Pounds, Commandant CTCRM looks on. Inset: The Kneller portrait of Samuel Pepys, probably painted when he was Secretary to the Admiralty (1673-79 and 1684-89)





# We're just wild about Harry!

AN AMERICAN aircraft carrier which had a central role in the Iraq conflict paid a week-long visit to Portsmouth.

The nuclear-powered USS Harry S. Truman (CVN75) left her home port of Norfolk, Virginia at the beginning of December 2002 for a six-month deployment, the second since the ship commissioned in 1998.

She was at the heart of the Truman Battle Group, which included the guided missile cruiser USS San Jacinto, destroyers USS Briscoe and USS Deyo, the guided missile destroyers USS Oscar Austin, USS Mitscher, USS Donald Cook, the guided missile frigate USS Hawes, and the oilers USNS Kanawha and USNS Mount Baker.

The carrier's last landfall was at Koper in Slovenia on February 6, after which the ship and her air wing were at sea continuously until the visit to Portsmouth exactly three months later.

Also with her at Portsmouth was the guided missile destroyer USS Winston S. Churchill, whose departure was delayed while she was fitted with a new propeller.

The Harry S. Truman first launched strikes against Iraq on the night of March 21, and was integral to the Coalition war effort until she was released from combat operations on April 18.

In that time the ship's air wing launched more than 2,000 sorties, involving more than 7,000 flight hours, delivered more than 700 tons of ordnance and struck more than 900 targets.

The ship's visit to Portsmouth saw many of her 5,000 sailors, aircrew and marines enjoy a run ashore before the group headed back across the Atlantic; she was due back in Norfolk just after Navy News went to press.

The Harry S. Truman is the eighth of a possible 11 Nimitz-class ships, and the latest of the class to be operational.

She displaces 102,000 tons fully loaded, and her air wing amounts to more than 70 aircraft.



● **THE TRUMAN SHOW:** Nuclear-powered carrier USS Harry S. Truman arrives at Portsmouth guided in by Admiralty Pilots Tony Bannister and Kevin Marshall, proudly wearing their newly presented ship's caps (inset)

craft. She is powered by two nuclear reactors, which are expected to run the ship for up to a million miles before they need to be refuelled, and the engines can drive her at speeds in excess of 30 knots.

□ Members of the crew of the USS Harry S. Truman were able to take advantage of the Navy News Cyber Deck in Action Stations in Portsmouth Historic Dockyard to send messages to their mothers on

Mothers' Day (May 11 in the USA).

"We thought this would be a nice opportunity for them as we understood access to the Internet was not all that easy on board the ship," said General Manager Barbara Barnes.

Sponsored by Navy News, the Cyber Deck was opened in 2002 and provides visitors with free access to the World Wide Web plus general and careers information about the Royal Navy.

## A decent-sized bed at last . . .

SENIOR rates at HMS Raleigh will soon be unlocking an era of state-of-the-art living accommodation.

The contract for the new blocks has been officially awarded to Flagship Training Ltd and will represent a major improvement on the standard of out-dated accommodation that has failed to keep up with modern standards.

New 19sqm single cabins will boast hotel-style standards and include double glazing, flexible/movable modern furniture

with desk, comfort chair and numerous electrical sockets which will be ideal for computers.

Each will have a fully-tiled en suite shower, basin and toilet area, TV satellite, FM and telephone points (telephone connection will be for individuals to arrange with local suppliers).

There will be a separate utility room with laundry facilities and an extra bathroom and toilet on each level. Extra baggage space will be provided in the roof space with access via an extension to the stairway.

Giving a more personal feel will be co-ordinated interior design, furniture and curtains. The ground floor will provide toilet and bathroom facilities for disabled people.

Favourable comments so far have singled out the extra space in the storeroom, a sense of "luxury", an easy-to-clean shower room – and a decent-sized bed (4ft 6in wide) bed "at last".

The new accommodation at Raleigh, similar to that provided at Warburton-Lee VC block at HMS Collingwood, will provide home for 158 senior rates and should be completed by June 2004.

New generation single living accommodation is being provided for the UK Armed Forces throughout the world as part of a multi-million pound investment.

Other sites planned or already begun are at RN air station Culdrose, Royal Marines Poole, 42 Cdo, RNAS Yeovilton, Chivenor, HMS Nelson, Britannia Royal Naval College Dartmouth, HMS Excellent and for 45 Cdo and 40 Cdo.

● **NEW LOOK:** An impression of the new senior rates accommodation at HMS Raleigh



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An official Souvenir  
Video

The Official Souvenir Video of the 60th and final  
Commemorations in Liverpool, May 2003

Veterans from 104 Associations were amongst the 160,000 visitors who attended the 60th and final Battle of the Atlantic Commemorations 2003, with an estimated 3,000 people at the Cathedral Service.

Eleven ships from eight nations - including Russia - paid tribute. HMS Invincible was the Flagship of the event. Her presence a fitting tribute to the Battle of the Atlantic Veterans who gathered in Liverpool from all over the world".

Navy News

Also featuring...

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# Merseyside remembers

**T**HOUSANDS gathered in Liverpool to mark the 60th anniversary of the Battle of the Atlantic – and thousands more from the city turned out in a show of support for the veterans and their families.

Liverpool hosted the war-time Command HQ tasked with blunting the dreaded U-boat threat, and May 1943 marked the turning point in a campaign which resulted in more than 70,000 deaths.

It was in that month that the U-boat losses became unsustainable, and the attacks on Allied convoys were suspended, vastly reducing the risk of attacks on vital North Atlantic shipping.

Among those who played a part was the celebrated Capt Johnnie Walker, whose tactics and personal drive were typical of the forces based in the North-West.

Capt Walker's deadly warships slipped out of the river to the strains of *A-Hunting We Will Go* – and his grandson, Capt Patrick Walker, was among those who laid a wreath at the commemoration service in the Anglican cathedral, attended by almost 2,000 guests while thousands more stood outside.

Official figures from the Chief Constable of Merseyside confirmed that around 160,000 people came to watch the various displays and other attractions laid on during the week of commemorations – the last time the anniversary of the Battle of the Atlantic will be officially marked.

A total of 11 ships from eight nations, including Russia, France, Germany and the Netherlands, were in port for the event.

HMS *Invincible*, the flagship, was moored on the Mersey in the centre of the city, while Sandown-class minihunter HMS *Walney* and Archer-class patrol boats HMS *Biter* and *Charger* were also in town.

Royal Marines staged displays for the Bank Holiday crowds at Albert Dock, while Nimrod aircraft

undertook flypasts, recalling the contribution of the RAF's Coastal Command.

The Battle of the Atlantic Committee (BoAC) was a local team, comprising RN HQ Merseyside, the City of Liverpool, and the King George's Fund for Sailors.

Commodore John Madgwick, the Chairman of the BoAC, said: "It has been an absolutely magnificent final commemoration, with numbers attending exceeding our wildest expectations."

"There is no doubt that the many visiting veterans from around the globe will have departed Liverpool with lasting memories of a very special and unique event."

"It was a fitting tribute to the thousands of men and women who were involved in the Battle of the Atlantic – the longest-running battle of World War II – irrespective of the flag under which they fought."

The weekend also marked a major RNA regional conference, organised by Area 10 of the Association.

● **Reginald Draper** from Chester, shows his medals to OM **Lucy Bennett** of HMS *Invincible* (right). Reginald, a former lieutenant commander, served from 1943 to 1946.

**Thousands gather in Liverpool for the 60th anniversary of the Battle of the Atlantic.**



● **Lewis Trinder**, from Aldershot, talking about the history of the Battle of the Atlantic to HMS *Invincible*'s platoon, led by Lt Emma Finn, Captain's Secretary of HMS *Invincible*. Lewis is a former RN Petty Officer Seamen, who served between 1942-1946.

**Pictures: PO(PHOT) Paul Smith and LA(PHOT) Yam Yam Reynolds (HMS Invincible)**



● (Above) Veterans salute their fallen comrades during the Battle of the Atlantic 60th Anniversary Commemorations outside the Anglican Cathedral in Liverpool. The parade which followed featured hundreds of veterans from associations representing the various military and civilian organisations involved in the Battle.

● (Left) Flagship HMS *Invincible* arrives in Liverpool for the Battle of the Atlantic 60th Anniversary.

● (Right) The chaplain of HMS *Invincible*, the Rt Revd Martyn Gough, was among those who led the Commemorative Service in the Anglican cathedral in Liverpool during a week marking the 60th anniversary of the Battle of the Atlantic.



● Above: First Sea Lord Admiral Sir Alan West takes the salute during the Veterans Parade.

● Left: Four fab sailors from HMS *Invincible* visited The Beatles Story in Liverpool – from left, Probationary CT Mel Shelton, OM Christopher McLean, OM Steven Campbell (drums) and OM Sharkey Giolevu.





## At Your Leisure

# War in the Atlantic

PLYMOUTH maritime artist Dennis Andrews marks the 60th anniversary of World War II's longest campaign this month with a set of four prints.

*War in the Atlantic* includes *Dusk Gathers*, featured here showing HMS Egret which had the unhappy distinction of being the first warship sunk by a guided missile, launched by a Luftwaffe bomber, in August 1943.

The other prints are *The Happy Time*, showing a rendezvous between two U-boats; *Swordfish Attack*, with two torpedo bombers from HMS Ark Royal flying against the Bismarck; and *HMS London in Arctic Waters*, shooting down a Ju-88 with her 8in guns on May 1, 1942.

The prints are available as a full set at £30 or singly at £9 plus pp from HPC Publishing, Drury Lane, St Leonards-on-Sea, East Sussex TN38 9BJ.



## Chinese sketches

THE DRAWING by Peter Munday, an Englishman who visited China in 1637, is contained in an update of *The Circumnavigators* by Derek Wilson first published in 1989 (Robinson £7.99).

William Dampier – the first man to sail around the world three times – wrote in this period (with perhaps some exaggeration): "The Chinese are very great gamesters, and they will never be tired with it, playing night and day, till they have lost all their estates. Then it is usual with them to hang themselves . . . The Spaniards, themselves, are much addicted to gaming and are very expert at it, but the Chinese are too subtle for them, being in general a very cunning people."



# Medal ribbons from coronations past

THIS selection of ribbons from medals awarded to mark various royal jubilees and coronations over the past century or so is taken from the *Medal Yearbook 2003* (Token Publishing £17.95).

This invaluable reference for collectors includes the complete cumulative subject index to the parent magazine *Medal News*, starting with the March 1989 issue when it separated

from *Coin News*. It gives estimated current values along with some sage advice for beginners: "Your best guarantee always is to purchase medals only from reputable dealers . . . The main problem arises when you buy medals from general antique shops, street market stalls, swap-meets and collectors' fairs. Despite the Trades Descriptions Act and other legislation in recent years, in practice it is very difficult and expensive to win restitution." So be warned.



299. HK Diamond Jubilee Medal



300. Visit to Ireland 1900



301. Coronation 1902



302. Coronation 1902 (Mayors & Provosts)



303. Coronation 1902 (Police)



304. Ceylon Coronation 1902



305. HK Coronation 1902



306. Delhi Durbar 1903



307. Visit to Scotland 1903



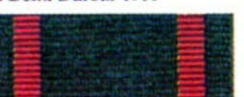
308. Visit to Ireland 1903



309. Coronation 1911



310. Coronation 1911 (Police)



311. Visit to Ireland 1911



313. Jubilee 1935



314. Coronation 1937



315. Coronation 1953



316. Jubilee 1977



318. Golden Jubilee Medal

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## Recalling the pure hell of Ganges

'AS SOON as the boys started to fall in, the thin ringer made a bee-line straight for Ginger.

"That boy there!"

The milling throngs of boys all stood still and all the chattering stopped as they looked round to see which of them he was addressing.

Ginger didn't need to look. He knew.

Ray Lambert's **Nozzers** (£9.99 from RAYL Publishing, 13 Weedswood Road, Chatham) will bring back many memories of HMS Ganges life in the early 1950s as he invites you 'Meet the people, good and bad; endure the daily routines, always bad.'

It was "as near as I could imagine hell to be," he says.

# False step recorded in code



● **PRESERVED:** Some of the many styles of leather shoes recovered from the Mary Rose

**S**HORTLY after the sinking of King Henry VIII's pride and joy the Mary Rose in 1545, Francois van der Delft, Imperial ambassador to Holy Roman Emperor Charles V, wrote the following eye-witness account to his master in code from Portsmouth:

"... whilst the King was at dinner on the flagship, news came that the French were only five short leagues away. This turned out to be true, for within two hours their fleet in great force was seen in front of this port, and the King hurriedly left the flagship.

"The English fleet at once set sail to encounter the French, and on approaching them kept up a cannonade against the galleys, of which five had entered well into the harbour, whilst the English could not get out for want of wind, and in consequence of the opposition of the enemy.

"Towards evening, through misfortune and carelessness, the ship of Vice-Admiral George Carew foundered, and all hands on board, to the number of about 500, were drowned, with the exception of about five and twenty or thirty servants, sailors and the like, who escaped.

"I made enquiries of one of the survivors, a Fleming, how the ship perished, and he told me that the disaster was caused by their not having closed the lowest row of gunports on one side of the ship. Having fired the guns on that side, the ship was turning in order to fire from her other, when the wind caught her sails so strongly as to heel her over, and plunged her open gunports beneath the water, which flooded and sank her. They say, however, that they can recover the ship and guns."

Well, they didn't of course – at least not until 1982 when she was rescued from the protective mud of the Solent and brought home to be preserved in Portsmouth Historic Dockyard.

The above is the closest contemporary account of the loss of the ship, built at the very beginning of Henry VIII's reign – and it established the explanation, confirmed by the archaeological evidence, that she sank because she went about with open gunports. Enemy action is not mentioned as a factor.

It is contained in Letters from the Mary Rose (Sutton Publishing £20) by C. S. Knighton and David Loades, a fascinating selection from the many contemporary documents that log the ship's career.

Published to mark the 21st anniversary of her spectacular raising from the seabed – in which the Prince of Wales took a keen interest, himself diving to inspect the wreck – it includes all the surviving dispatches written aboard the ship during her first two periods of active service and a collection from a mass of accounts, warrants, bills and other documents (some regarding the crew and their misdemeanours).

Much of this appears in print for the first time and is illustrated by photographs of some of the 29,000 artefacts recovered from the wreck, from leather shoes to longbows and cannon – all miraculously preserved in the mud.

# Instant hit – Ike links with 'ABC'

**D**WIGHT D. Eisenhower had chequered relationships with Winston Churchill, Field Marshals Montgomery and Alan Brooke and his own larger-than-life subordinate, Gen George S. Patton – but forged perhaps his strongest bond with a Navy man, Admiral Andrew Cunningham.

His insatiable itch to become more closely involved in the war he was given the job of directing is described in Carlo d'Este's new biography, **Eisenhower – Allied Supreme Commander** (Weidenfeld & Nicolson £25).

This was first fulfilled on June 8, 1943 when he and Cunningham undertook their own form of "personal reconnaissance" to observe firsthand the aerial and naval bombardment of Pantelleria aboard the cruiser HMS Aurora.

Amid the smoke, smell and boom of naval guns and the explosions of bombs, Aurora sailed within point-blank range of the island and Eisenhower took great satisfaction in at last being part of a military operation, even if briefly.

He watched "with some merriment" as Cunningham personally adjusted the ship's gunfire.

(To the intense annoyance of Churchill, "who suffered from the same affliction of exuberance", the pair had firmly refused his entreaties to accompany them. That the seas around the island were heavily mined was one of the many reasons why the Prime Minister had been left behind in Algiers).

Although it was garrisoned by 12,000 Italian soldiers, most of them were overage, ill trained and eager to surrender. Awed by the destruction, Eisenhower exclaimed to Cunningham: "Andrew, why don't you and I get in a boat together and row ashore on our own? I think we can capture the island without any of these soldiers."

On June 11 the invasion commenced and was quickly over, when the defenders emerged waving white flags of surrender. Lampedusa likewise fell without losses. The lone British casualty was a soldier bitten by a mule.

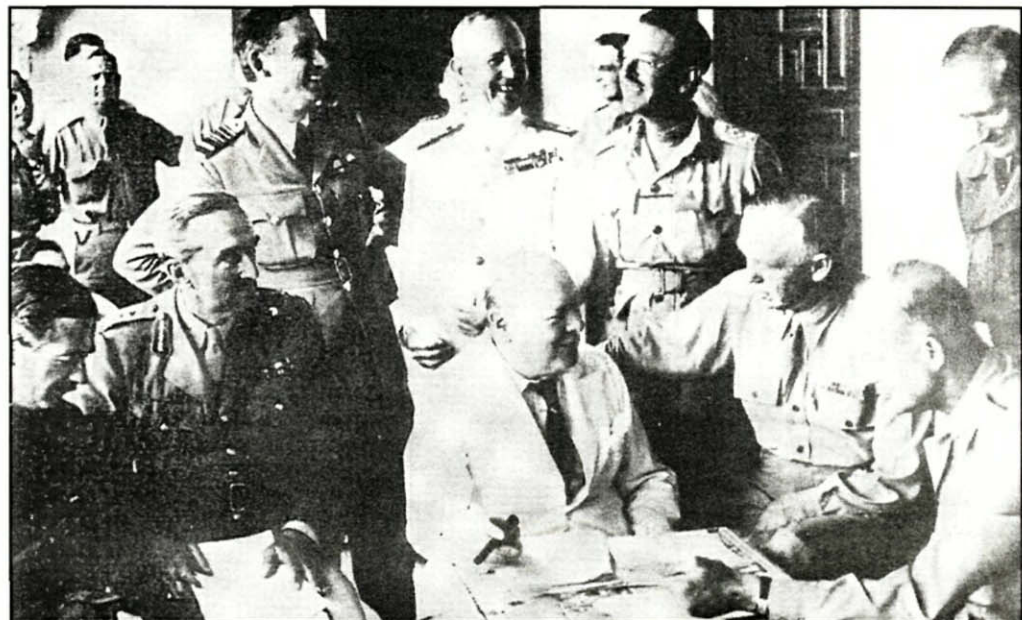
Cunningham, as d'Este

observes, was a fighting admiral in the grand tradition of British seafaring warriors. Eisenhower regarded him as "the Nelsonian type of admiral... He thought always in terms of attack, never of defense... He was a real sea-dog... I had the utmost respect for his military judgment."

Cunningham, known throughout the fleet by his initials simply as 'ABC', returned the compliment: "I liked him at once. He struck me as being completely sincere, straightforward and very modest."

"In those early days I had the impression that he was not very sure of himself; but who could wonder at that? We soon became fast friends... From the very beginning he set Anglo-American unity and friendship as his aim... He left nothing undone to advance it."

● **WAR LEADERS: The Allies discuss strategy in North Africa, 1943. Standing, second row left to right are Sir Arthur Tedder, Andrew Cunningham, Harold Alexander and Bernard Montgomery. Seated left to right are Anthony Eden, Alan Brooke, Churchill, George C. Marshall and Eisenhower.**



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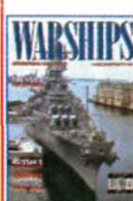
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# THE TIME OF YOUR LIVES

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 Alexander Mullan RN  
**QCB** – POMEA Darren Philip Bennion RN;  
 OM(AWW)1 James Clement Bowen RN; OM(AWW)1  
 Alexander Stelios Michou RN

## Deaths

37. **Basil Greenhill.** Director of National Maritime Museum Greenwich 1967-83. Joined RNRV at outbreak of World War as telegraphist, then volunteered for FAA and promoted first to Radar Mechanic then commissioned. Worked on radar development at research establishment in Malvern, and left service in 1946 in rank of lieutenant. Moved on to career in diplomatic service and joined NMM in 1967 on leaving, where he widened the collection and established museum as a national and international research centre. Chairman for ten years of the SS Great Britain Project. Wrote a number of books on maritime matters. Aged 83, April 8.

**Robert 'Bob' Deffley.** CPOMA. Served 1957-84. Ships and establishments included RNH Plymouth, Bighi, RNAS Goldcrest, Falcon, Heron, and HMS Urchin, Eagle and Valiant. Aged 64, April 19.

**M.D. 'Skipper' Blyth.** CPO MEA. Submariners Association, Hull. Served in Valiant, Churchill, Tireless and Torbay. Aged 46.

**David Stephen Osborne.** CPO Caterer Submarine. HMS Antrim Association, latterly vice chairman. Aged 60, April 30.

**Derek Edgar.** Fleet Chief Writer. Served 1955-85. Ships included Diana, Centaur, Tartar, Berwick and Fife. Aged 63, April 17.

**Lt Cdr Graham Harris.** Submariners Association, Barrow-in-Furness. Served in Revenge, Courageous, Trafalgar and Spartan. April 29.

**George Butterworth.** Algerines Association, served in Orestes. May 5.

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81. **William George 'Pip' Reynolds.** Acting Petty Officer. Basildon. Served 1941-46. Ships include SS Cormash, SS Garrone, SS Empire Purcell, SS Loriga, MV Carrick Coast, SS Asteria, MV Summit, HMS Flying

**Dot Gadd** WRNS. Woking, honorary member. Aged 80, December 14.  
**Jim Alesbury**. Woking. Aged 79, February.

## Appointments

**Lt Cdr D.J. Lambourne** to 849 Squadron A Flight (Ark Royal) as CO on 5 Jul 03.

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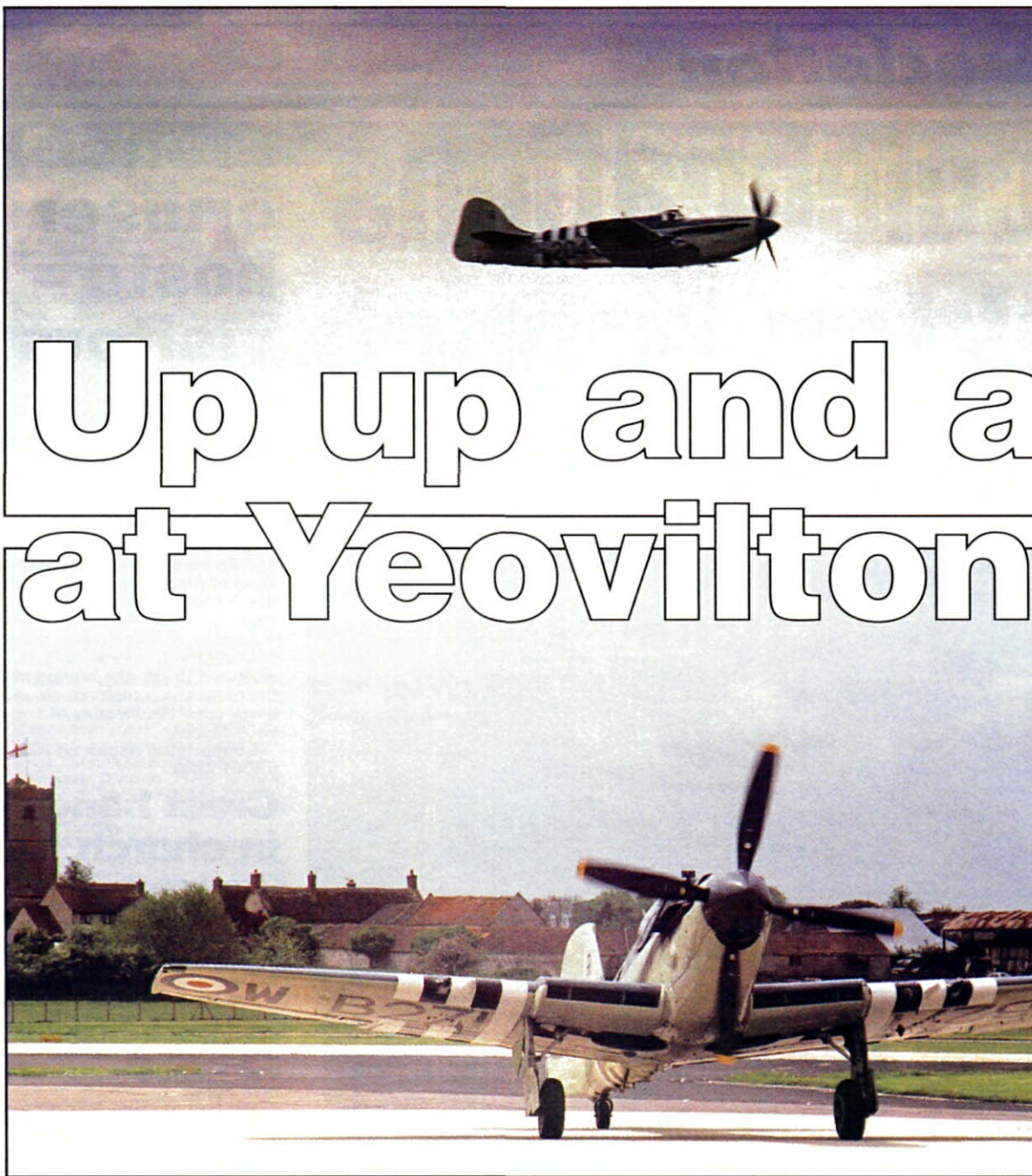
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# Up up and away at Yeovilton

Tickets are available from the Yeovilton website [www.yeoviltonairday.co.uk](http://www.yeoviltonairday.co.uk) or from the Ticket Line on 0870 800 4747. Tickets are £16 for adults, £14 for senior citizens, and £2 for under 16s, when bought in advance.

YEOVILTON has bagged the last main slot in the military air show calendar – and it looks like the move has paid dividends this year.

While other shows around the country have had to amend their programmes as a result of operations in Iraq, organisers of the RNAS Yeovilton Air Day, on Saturday September 20, hope they can fulfil many of their commitments.

Event organisers – the day is a joint venture by the air station and the Audrey Huelin Agency – promise an action-packed, fun-filled day out for all the family to enjoy.

The air day's main purpose is to promote the Royal Navy and particularly Naval aviation, including the work of the many professionals who make the service what it is today.

The show acknowledges the 100th anniversary of controlled powered flight – it

● **Air Day candidates – a World War II Firefly (top left and left) and the Lynx helicopter display team of 702 Naval Air Squadron (top right)**

is hoped a World War I vintage SE5A will play a part – and this year takes the theme 'Carrier'.

The Somerset air station is home to squadrons of Sea Kings, Lynx and Gazelle helicopters, many of which saw service in Iraq, as well as Sea Harriers and the RN Historic Flight, and many of these aircraft will be taking to the air on the big day.

The Air Day not only gives a chance for the public to see aircraft, but also the complete range of Fleet Air Arm work.

It will be a normal working day for Service personnel, so visitors – expected to number up to 50,000 – will have the chance to look 'behind the scenes' in maintenance hangars and training facilities.

**Pictures by Bradley Coates (15), words by Chantelle Wilde (15), both on work experience with Navy News**



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## Royal Naval Association

### Steadfast service by Terry wins accolade

IT WAS a happy occasion at the Kingston-upon-Thames branch annual general meeting, when S/M Terry Weir was presented with a certificate to mark 55 years service to TS Steadfast.

Branch president Commodore Roger Parker, wearing his other hat as Commodore of the Sea Cadet Corps, made the presentation.

He paid a warm tribute to S/M Weir's dedication to the SCC Unit outlining his progress from Cadet to Commanding Officer and the contribution he continued to make after his retirement to the Unit's welfare.

S/M Weir also received a Community Award, some days later, from the mayor of Kingston, in recognition of his service to the youth of the borough and to the local branch of the Royal National Lifeboat Institute, of which he was chairman.

### St Neot's chairman visits Natal

A WARM welcome awaited S/M John Ridley, chairman of St Neot's branch, when he paid a visit to South Africa with his wife Maureen.

On a previous visit, Natal branch were unable to present them with a crest, but this year there was a crest for the British visitors.

Their gift to the home branch, a bottle of 'Nelson's Blood', was very much appreciated.

S/M Alex Dore, Natal branch 'Master-at-Arms', extends a warm welcome to visitors heading their way.

But he said advance notice of the visit would enable members to arrange a social in honour of the visitors, allowing some time to swing the lamp, who should email [manatals@nwweb.co.za](mailto:manatals@nwweb.co.za) or contact S/M Paul Knapp on +27 31 469 2550.

# Golden celebrations for Stockton branch

A DINNER and dance and a parade were the highlights of the Stockton-on-Tees branch Golden Jubilee celebrations.

The dinner and dance was held at the Golden Eagle Hotel, Thornaby, where Eddie Smurthwaite, the branch secretary, was presented with the Golden Jubilee Certificate by national chairman Fred Chambers.

Shortly after, a parade was held, led by the Band of Her Majesty's Royal Marines, Scotland.

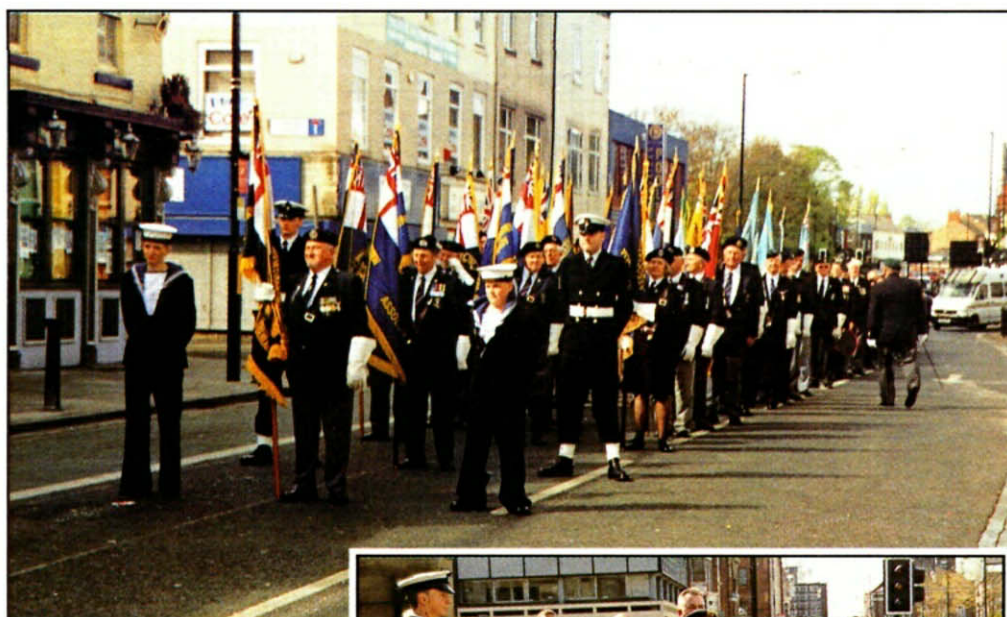
This is only the second time a Royal Marines Band has paraded in the town – the first occasion being that of the branch's Silver Jubilee.

More than 30 standards and more than 200 members of the Association and other veterans groups marched through the town centre to the War Memorial for a wreath-laying ceremony.

The parade then continued to the parish church for a Service of Remembrance and Thanksgiving, before everyone marched back to the RNA Club on William Street – the only ex-Service club in the town.

The salute was taken by the deputy Lord Lieutenant of Durham, and also on the dais were Commodore Paul Sutermeister, the Area President, national chairman Fred Chambers, the mayor of Stockton, and other dignitaries.

Branch secretary Eddie Smurthwaite invited everybody



● A parade was held in Stockton to mark the branch's Golden Jubilee, and wreaths were laid at the War Memorial (right)

back to the club where he read out a letter of congratulations from the Queen.

He later said that the event went very well, and that he was pleased with the turn-out.

Branch chairman Harry Morgan and the committee then gave permission to splice the mainbrace.



### Profitable day

RYEMARKET shopping centre in Stourbridge proved to be a profitable venue for the Stourbridge and District branch's flag day and recruitment display.

The day raised £729 for the branch welfare fund and, just as important, there was the promise of several new members.



● Cdr Richard Thomas and his wife Caren

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### French cruiser hosts visitors

AQUITAINE branch had a most successful lunch in the wardroom of the French heavy cruiser Colbert in Bordeaux.

Guests included two ex-submariners; the Commanding Officer of the ship, Cdr Gaugere, who presented us with a ship's crest, and Andre Mabileau, the president of Aquitaine AMMAC – the French equivalent of the RNA.

Anyone visiting France, particularly the Bergerac area, is welcome to join the branch at their lunches, which are on the second Wednesday of each month.

Contact Ken Napier on 0033 5 5301 7280.

### Crest hangs in church

LT CDR Nobby Hall, chairman of the newly-formed branch, extended a warm welcome to S/M Colin Hobbs and his wife Marion, when they paid a visit to Cyprus.

The crest which the visitors presented now hangs with others presented, in All Saints Church, Episkopi, until the branch has acquired a permanent home.

Cdr Hall has the distinction of being an honorary Surface Warfare Officer, as reported in last month's Navy News, a status conferred on him by the US Navy with whom he studied, trained and served during his 28 years of Naval service.

### £50 PRIZE PUZZLE



The mystery ship in our April edition was ordered as HMS Loch Assynt, completed as Derby Haven, and sold to the Iranian navy in 1949 as the Babr.

The winner of the £50 prize for identifying her was Mr P. Joyce of Manchester.

This month's ship was pictured on June 13, 1956, and was named after a naval engagement in which Admiral Sir George Rooke's Anglo-Dutch force attacked and heavily defeated a combined fleet of Spanish treasure ships and French escorts.

What is the name of the ship pictured – and who commanded the French squadron which took such a battering in the early years of the 18th century?

The correct answer wins another £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is July 18, 2003. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our August edition. The competition is not open to Navy News employees or their families.

### Busy CO makes time to call in on namesakes

MEMBERS were delighted to welcome Cdr Richard Thomas, Commanding Officer of HMS Portland, and his wife, Caren, as guests of honour at the Portland branch annual dinner dance, held at the Jubilee Hall, Easton Road, Portland.

Cdr Thomas's visit was very much appreciated as the ship was conducting Operational Sea Training out of Devonport, and it was obviously a busy time.

The growing friendship between the ship and its namesake branch began when Cdr Thomas and members of the ship's company attended the Portland Remembrance service.

Members hope it won't be too long before HMS Portland visits Portland.

#### MYSTERY PICTURE 100

Name .....

Address .....

My answer: 1 .....

2 .....



# Royal Naval Association



## RFA decision is 'positive move'

THE ADMISSION of Royal Fleet Auxiliary personnel to full membership of the RNA is a step in the right direction, according to a joint RNA/RFAA policy statement.

Outlining the benefits to be gained by both associations, the statement goes on to say that the registration of the RFAA as a charity with the timely admission of RFA personnel to full membership of the RNA are two positive developments.

As the activities and objects of the two associations are complementary and supporting, not competitive, RFA personnel should be

encouraged to join both, if they wish.

Through its many branches and clubs, the RNA offers RFA personnel contact and comradeship with others of similar backgrounds, experience and interests.

As full members of the Association, RFA personnel will be eligible to stand for election as branch officials.

The RNA will assist the RFAA with advice and support and represent their interests in those maritime organisations of which it is a member.

A model for this relationship is that of the RNA/Royal Marines

Association, which has worked well for many years.

The RFAA has difficulties which must be recognised, principally those of scale.

With fewer than 300 members, there is an urgent need for wider membership and significant grant aid, if the association is to have a long-term future.

The RNA is ready to provide an umbrella, if that were necessary, for the prosperity and survival of the RFAA identity and spirit.

The precise form and mechanism would need to be decided in the light of circumstances at the time.



## Ship's shield handed over

THEY 'pushed out the boat' in the Royal British Legion club when members of the Ramsgate branch arrived to present the club with the

shield of HMS Jervis, the World War II destroyer.

The shield which hung on the outside of the ship, under the

bridge, was donated by S/M Geoff Moxom, former signalman of the Jervis who, due to illness, could not be present.

The presentation to Royal British Legion chairman Roger Banks was made on behalf of S/M Moxom by S/M Peter Fox (see picture, above, courtesy Isle of Thanet Gazette).

The Jervis had a good war - she never took a hit or suffered any casualties.

## New role

SHIPMATE Tommy Patterson, retiring as chairman, was presented with a cheque and a bottle of Woods rum at the Birkenhead branch annual general meeting.

The president, Cdr Ian Fraser VC RN (rtd) made the presentation and thanked S/M Tommy for 23 years loyal service and announced his promotion to branch vice president.

He is replaced as chairman by S/M Frank Williams.

A floral bouquet was presented to S/M Patterson's wife

## Naval Quirks



## Godwit's tower is eyed up for B&B

MEMBERS of Ludlow and District branch were pleased to see that a derelict wartime control tower, HMS Godwit, in north Shropshire, may soon be offering B&B and a room with a view to tourists and holidaymakers.

Rather than see the control tower fall into disrepair, the North Shropshire District Council has given the go-ahead for its conversion for domestic and an Internet business.

Despite opposition from the planners, who felt there was no justification for its conversion in the isolated countryside, the Benbow Farm Equestrian Centre, has been given permission to get on with the job, subject to certain conditions.

HMS Godwit, situated in Ollerton, near Market Drayton, is one of the few three-storey control towers still standing.

A proud relic of World War II, an attempt was made in 1986 to have it listed, but it was refused.



● Standards were much to the fore at the Battle of the Atlantic 60th Anniversary commemorations at Liverpool, in which Area 10 officials and members had a prominent part to play. See centre pages for more pictures



● The Mayor of Crawley presents the Fifty Year Certificate to Crawley RNA

## Crawley tot up 50 years

SHIPMATES from Crawley branch were invited to the Mayor of Crawley's parlour for the official presentation of the branch's Fifty Year Anniversary Certificate, delayed from last year.

The delegation was greeted by the mayor, Mr Hench, who spoke to the shipmates before the official presentation, which was made with the branch standard displayed.

The Certificate notifies 'all the Shipmates throughout the RNA' that Crawley branch has been in commission for half a century.



## ROYAL NAVY FIELD GUN DAY SATURDAY 14 JUNE 2003



On Saturday 14 June 2003 HMS COLLINGWOOD will hold its annual Field Gun Day, incorporating the Royal Navy Field Gun Competition and the Robotic Vehicle Challenge. The Army entering a team, and teams from Abbeywood and Gibraltar making this a Tri-Service Field Gun Competition will enhance the excitement of this year's event.

In a competition for which training began 7 weeks before, all participants will give their all in this day of fast and furious action, displaying their dedication and determination to win on the day at The Royal Navy Field Gun Day, HMS COLLINGWOOD, Fareham.

With gates opening at 1100 it promises to be a fun-filled day. The Royal Navy Parachute Display Team will start the show in spectacular style leading the way for a very competitive Field Gun competition and outstanding displays by the 14th Regiment Royal Artillery Light Gun Display, The Royal Marine Band, RAF Dog Display, Honda IMPS Motorcycle Display Team, Mountain Games Association of Great Britain and Falconry Display to name but a few.

Static Displays will include Laser Clay Pigeon Shooting, Circus Skills Tent, Rifle Range, Steam Engines, Challenger Main Battle Tank and many more exciting displays for all the family.

Tickets for the event are £12 Family, £5 Adult & £3 Child/OAP on the day or £10 Family, £4 Adult & £3 Child/OAP in advance and can be obtained by calling 01329 332310

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● An Albanian cow unperturbed by the training going on around her in the demonstration area

# Training the trainers in Albania

A GROUP from the British Armed Forces travelled to Albania to provide a team for the British Military Advisory Training Team based in Vyskov in the Czech Republic.

Major Mike Blyth RM led the team of six whose role was to develop 32 future NCO instructors of the Albanian Special Forces, Commandos, Army and Republican Guard.

Maj Blyth said: "The Albanian Armed Forces and Republican Guard who were to support us throughout our five-week visit proved unstintingly generous and impressively enthusiastic, despite comparatively limited resources and fairly basic training areas."

On arrival at the capital Tirana, the group were met by the British Defence Attaché who spoke nothing but praise and admiration for the Albanian people during a fascinating tour of the city which is still recovering from the aftermath of the attempted coup in 1997.

The six-man team that also included Col Sgt Dave Bateman, and four Army and RAF NCOs, worked hand in glove with the Academy Commander and Captain Ardean Lilo, described by Maj Blyth as: "his human dynamo - a small but dynamic man who was able to solve cheerfully several problems at once, while concurrently drinking coffee and cognac."

Maj Blyth said: "The students were good-humoured, enthusiastic and eager to learn."

"Adopting different techniques, with information imparted by interpreters is always hard, however they managed to do an outstanding job and gave some imaginative and well-delivered field-craft and battle lessons."

The peak of the course was a visit by the Albanian President Rexhep Meidani during a field-training day run by the students.

This proved an invaluable exposure to the professional capabilities of his NCOs, and built a spirit of camaraderie among the NCOs, who were still adapting to a more

Western approach to officer and NCO command structures.

Maj Blyth added: "Captain Lilo, with his career flashing in front of his eyes, became a blur of activity ten minutes before the President's arrival and was heard to say to a British instructor, 'How can you be so calm with cows in the demonstration area!'"

The training was very well received, helped by the support of the Albanian hosts and the professionalism of the students.

The students are now equipped to teach everything from classroom lessons to battle exercises, culminating in a final exercise that involves a blank-firing attack on a disused hotel.



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## New man at the top

CLOSE Brothers Military Services has announced that Rod Breeze has been appointed as managing director of its NAAFI Financial

brand, the leading financial services provider to the UK military.

Rod's first move was to announce the appointment of Alexandra Wilson to the role of brand and sales development manager at NAAFI Financial's headquarters in Sundridge, Kent.

Rod has more than 20 years financial services experience, at firms including Abbey National, Black Horse Financial Services and Barclays.

Alex's appointment follows her

successful role in the launch of NAAFI Financial's sister brand, Close Brothers Private Banking.

Rod said: "Our strategy will be to build upon NAAFI Financial's operational strengths but also increase the opportunities we have to encourage customers to consider the breadth of their financial requirements."

"Our ambition is to create a distinctive 'brand experience' for customers that is reflected in our product range, customer service and communications."

## Seek advice to protect against debt

A RECENT article released alarming statistics on the subject of Britain's personal debt, which has risen by 50 per cent over the past few years, reaching a record £158 billion, according to John Baird, managing director of DCM Apex, a debt counselling service.

According to the survey, the average adult is now in debt to the tune of £3,400 excluding mortgages.

With the almost universal

acceptance of credit cards, it is so easy to overestimate spending power and buy more than can be afforded.

An increasing number of people are falling into the 'buy now, pay later' trap, and are finding it hard to resolve their debt problem.

This is where a debt counselling and management service can help, such as DCM Apex.

Telephone: 0845 120 1040 or e-mail: john.baird@ntlworld.com.

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# Conflicting needs drive Navy's casualty cell

MILITARY commanders gave journalists unprecedented access to front-line operations during the war in Iraq, with live reports on TV as the battle unfolded around them.

One major problem of the 24-hour rolling news output was the need for speed of reporting to be balanced by accuracy of information.

This tension between speed and accuracy had a major effect on the Naval Service Casualty Co-ordination Centre (NSCCC), under the auspices of Commodore Naval Drafting (CND).

The Centre was manned round-the-clock, comprising two elements: the Naval Enquiry Cell (NEC), which ensured that relatives or friends of those deployed to Iraq had the latest, most accurate information on their loved ones in the event of an incident, and the Crisis Management Cell, whose task it was to verify details of casualties and start the sad and very demanding process of notification to families.

According to Lt Jason Grinnell, Staff Officer NSCCC, the unit worked well under difficult circumstances, and the importance of the NEC was underlined time and again.

"Although it was not a universal helpline, it often had to react as if it was, and played a key role in connecting the Service with friends and next of kin of those in harm's way," said Lt Grinnell.

The cell used a state-of-the-art computer-driven queuing system to keep people and, if necessary,

direct them to the 18-strong watch who dealt with calls.

Over the course of the conflict the cell dealt with around 3,000 calls, most of them in the first ten days when the Royal Navy and Royal Marines suffered a concentration of casualties.

The NEC was very much the public face of the unit, and it relied on impeccable record-keeping, swift transfer of data – and early warnings from live TV coverage which, in turn, generated and heralded so much telephone activity.

**The NSCCC wartime function was based on the procedures to be followed in the event of a peacetime major ship disaster (MSD), for which CND staff and Centurion Building civilian volunteers are normally at one hour's notice to react to throughout the year.**

That process had to be refined to take in other factors – if a ship is involved in an incident then each individual can usually be accounted for very quickly, but when Royal Marines are fighting ashore, sound information is often harder to come by.

In both peacetime and wartime circumstances, CND will receive signalled notification of casualties.

The Souls on Board (SOB) desk in the CMC produces a list of all personnel in that unit, and everyone is assumed to be unaccounted for until positively discounted from the incident or identified as being involved.

Administration of SOB records is a normal CND function, with ships and units providing the data as a matter of course during peacetime;

however, the scale and speed of data management often has to be considerably faster during a conflict.

The NSCCC then generates a casualty notification record for each person known to be injured or killed.

Each individual in the unit who is affected is given his or her own casualty status, which is altered as necessary on the Navy's central personnel system, NMMIS (the Naval Manpower Management Information System) as casualty notices are generated, and it is NMMIS which drives the public side of the system, the NEC.

If someone is confirmed as dead or to have suffered serious injury, the priority is to get a 'kinforming' team out to speak to the 'Person to be Notified' (PTBN) – or next of kin – face-to-face. Such news is normally not broken over the phone.

This can take time – regional Casualty Action Cells (CACs) in the Naval Bases are alerted, and they may need to activate sub-CACs to get to the home address of the family concerned. This is made more complicated if there is more than one person to be notified, as the visits must be co-ordinated.

In all such circumstances, whatever is being broadcast by the media, accuracy is the key factor: "Whatever happens, we have to be 100 per cent sure that all the information we pass on is correct," said Lt Grinnell.

Access to 'breaking' news on the TV did, in one sense, aid the team.

"The reports of certain news agencies operating in Iraq had a knock-on effect – they were not always accurate or complete," said Lt Grinnell.

"But we were watching TV and able to react immediately."

"A reporter might say 'A Marine unit is involved ...' and at that stage we would wonder if it was one of ours or a US Marine Corps."

"And as the report went on air, the phones would start to ring in the NEC, but we would quickly be able to say, having checked through the system, that none of our units were involved."

Another important element of the operation was the Families Media Liaison Cell, in which RNR officers and RN civilian public relations officers provided up-to-date media detail to RN family community centres, SAFABs and HIVEs, and other Naval Service users of such information.

As the whole thing ran for 24 hours a day, seven days a week on a four-watch system, there was a

need for support services to kick in – such as the provision of breakfasts and out-of-hours hot food, covered by the resident contract caterers Aramark and the messes at HMS Sultan.

In total, more than 140 men and women were involved over 20 RN officers, around 130 senior and junior rates/ranks of the RN and Royal Marines, Rev Richard Rowe, from HMS Sultan, and Richard Hunt from Naval Personal and Family Service in Portsmouth.

All were drawn, at short notice, from their normal jobs across the country – and many more were involved in regional CACs.

Cdr Simon Thomas, the Officer in Command, said: "In the first few days, the pace was absolutely hectic, with all 18 NEC stations in use constantly."

"There were some very distress-

ing calls – all of us were affected by the tragedies and our hearts went out to the families, and also to the members of the Naval Bases' casualty organisations who visited them."

"What was good to see, though, was the way that these Servicemen and women here, who were not trained counsellors, reacted and coped with it all, and the empathy they developed with people whose situation they, as Navy men and women, could appreciate."

"People sometimes rang back to speak to the same person who had originally dealt with their call, perhaps to thank them, or maybe just to stay in touch."

"I know we were far from the reality of the fighting, but all our augmentees, supported by our own uniformed and civilian NSCCC staff, did a fine job in unfamiliar territory."



● **Totally accurate information can be hard to come by at speed when a unit is under fire or in the confused surroundings of the battlefield**

## MOD strives to deal with stress

THERE has been much publicity about post deployment stress in the veterans of previous campaigns and MOD now has a well-defined policy aimed at reducing the risk of developing post-operational stress disorder and early recognition.

Individuals need to readjust to routine Service and family life after the rigours and experiences of live operations. There may also be longer term, personal repercussions.

This has been taken very seriously by Command. Based on existing policy, issued by the Surgeon General in 1995, there has been a great deal of effort to reduce the risk of developing post-operational stress disorder and, if it does occur, to minimise the effects on the individual and his or her family.

The measures to achieve this have been directed at all who have deployed, whether Regular, Reserve, RFA or civilian personnel.

For individuals to understand the various ways they might feel and react after involvement in a conflict is critical. There has been a concerted effort to ensure that personnel serving in the Gulf received briefings on stress, the ways it might affect them, and their families, on their return home and what to do about it.

Mental health nursing and medical staff conducted the briefings. Some personnel were briefed before deployment or after leav-

ing, but all should have been briefed and provided with two publications, *Coming Home – Operational Deployment and Dealing with Traumatic Experiences*, prior to coming home.

Arrangements have been put in place through the Fleet, the Mounting Centre and the Water Front Organisations to ensure that everybody who should have been briefed and provided with the published information has been.

Nevertheless some might have slipped through the net, so if you've not been briefed or got a copy of the leaflets, then get in touch with your Sickbay or Sailors and Families Advice Bureau (SFAB).

For many of those returning the process of readjustment may have been helped by a few days in the company of their fellow Servicemen and women when they will have been able to share their thoughts, reactions and their feelings with others who have shared the same experience.

Families of course are also affected and they have not been forgotten. Support and advice is available from medical services and also from Naval Personal and Family Service (NPFS), Royal Marines Welfare, MOD Welfare Services and of course the Chaplaincy.

These services are available not only to Regular Servicemen and women but also to RNR and RMR personnel and their families for six months after demobilisation.

Family members are of course in an ideal position to recognise that somebody has continuing problems with readjustment and it is important that if they notice anything amiss over the longer term, they know where to go for help – in this case NPFS or RM Welfare can offer advice.

If you have not seen a copy of the publications mentioned above, but would like to, then you can get hold of them from NPFS and SFAB offices, or from the RN Reference website.

Contact telephone numbers: Portsmouth 023 9272 2712, Plymouth 01752 555041, Faslane 01436 672798 and RM Welfare 01752 836307.

Information is also available on the RN Reference website, which can be found at: [www.rnreference.mod.uk](http://www.rnreference.mod.uk) and through the HIVE network.

Whether families are seeking help and advice or not, it is stressed that individuals concerned about their health should seek an appointment with a RN Medical Officer.

Over the longer term, the Minister for Veterans, Dr Lewis Moonie, has authorised the Ministry of Defence to conduct research into the physical and psychological health of those who deployed to the Middle East on Operation Telic. It is too soon to know whether health concerns will emerge, but if they do the Ministry of Defence is committed to identifying and investigating them as soon as possible.



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## Victory's topsail undergoes treatment

THE CONSERVATION process is well under way for the only surviving sail of HMS Victory from the Battle of Trafalgar.

The fore topsail, which has suffered various fortunes since its time of glory at the mast of Nelson's flagship, is at a major stage of conservation in preparation for its planned public display at the Nelson Bicentenary events in 2005.

Under the watchful eyes of the Victory curator Peter Goodwin and her Commanding Officer Lt Cdr Frank Nowosielski, two conservation institutions are collaborating to preserve the sail in optimum conditions.

The Textile Conservation Centre (TCC) at the University of Southampton and Mary Rose Archaeological Services Ltd (MRAS) are pooling their respective expertise on Victory's topsail.

Lt Cdr Nowosielski said: "The topsail is the most important largest single artefact other than the ship that we have. It tells the story of the Battle of Trafalgar."

Funded by the MOD and the Society for Nautical Research (SNR), the sail is now kept in an carefully-controlled environment, where damaging factors such as heat, humidity and insect infestation are strictly limited.

**Conservation work is focused on the ultimate aim of displaying the full sail in all its glory. Beyond that date, the hope is to find it a permanent exhibition home to match its historic status.**

Victory curator Peter Goodwin said that the sail's success at the International Festival of the Sea in 1998 had proved the spur for final display plans: "The people who went in were absolutely gobsmacked. We weren't expecting this kind of reaction."

He stressed the significance of the sail as far more than its naval connections to HMS Victory and Trafalgar, but also its link to the UK's industrial heritage.

Scarred by some 90 shot-holes and the harsh rip as one of Victory's fractured masts toppled into the fore topsail in the fierce battle, the sail was packed away when hostilities ceased and stored on board the ship until her return to Chatham in January 1806 for repairs.

Since that date the sail has periodically surfaced, displayed at one stage with the letters 'Victory's topsail' painted in 1891 across the precious Georgian artefact. It was later rediscovered, in 1962, stored in the gymnasium of the Naval Barracks in Portsmouth.

After this the sail had been on display inside HMS Victory before the precious conservation process began to preserve the artefact.

# Destroyer backdrop for Faslane Fair day



● Ken Byrne (86) secretary of the HMS Prince of Wales Survivors Association, looks at the battleship's bell, recovered from the wreck and presented to the Liverpool Maritime Museum. Mr Byrne was a 17-year-old seaman, working as a sight-setter in starboard No 3 turret, when the ship was sunk



● Cpl Bugler Simon Chapman performs the Sunset ceremony

SCOTLAND'S 'Navy Day' – the annual Faslane Fair – is to be staged on Helensburgh Pier on Saturday June 14.

Type 42 destroyer HMS Manchester will be anchored off Helensburgh, although she will not be open to visitors.

Those who want a closer look at the ships and boats of the nearby Clyde Naval Base at Faslane can join a boat trip from the Pier – but

they must be booked in advance.

The Fair opens at noon and will include stalls and displays.

A parachute drop from a Hercules transport aircraft is scheduled, there will be a search and rescue demonstration, a mock assault by the Fleet Protection Group Royal Marines and a display by the RM Combat Team.

The climax of the afternoon's events should be a display by the RAF aerobatic display team the Red Arrows and the Royal Marines Band Beating Retreat.

More than 600 local schoolchildren entered the competition to design the cover for the Fair programme, with a trip to sea and book tokens at stake for the winners and runners-up.

This year the fair will be raising money for the Knowtop Community Farm, Enable Children's Committee, Tulloch Trust, Clydeview Church of Scotland residential Home, and the Clyde Sail Trust.

## Book launched

**NEPTUNE'S Legacy**, a book commemorating the 764 who died in the ship, is to be launched on June 7.

The author is Nixie Taverner, who has personal links to the Neptune through her father, and who wrote a similar book commemorating the service and loss of HMS Hood.

The launch will be at the Union Jack Club in London.

## Princess visits unit's new home

THE PRINCESS Royal was the VIP guest as the Training Ship Invincible commissioned their new headquarters at historic Bletchley Park.

The Sea Training Corps unit, which recently celebrated its sixth birthday, had been sharing Hut 4 at the former wartime code-breaking centre near Milton Keynes.

But an offer from the Bletchley Park Trust led to the unit taking over its own building – and the Princess flew in by helicopter to attend the ceremonies.

After a brief tour of the park by car, the VIP guest was introduced to Cdr John Plummer RN, President of TS Invincible, who in turn introduced the Commanding Officer of the unit, Lt Cdr Dave Moth STC.

After a royal salute, the Princess inspected the Guard of Honour, and after the commissioning ceremony she met other guests and was given a tour of the classrooms, offices and galley, where she spoke to cadets and staff.

Before she left, the Princess addressed the unit and unveiled a plaque to commemorate her visit.

Invincible has 75 cadets on the register ranging from eight to 18, and the unit parades twice a week.

It enjoys strong links with the Royal Netherlands Navy, and visits an Amsterdam naval base annually.



● The Princess Royal inspects the Guard of Honour of TS Invincible at Bletchley Park



● The Welsh team take on overall URNU Olympiad winners Southampton in the rugby. The Welsh students were winners of the rugby and netball tournaments

## URNUs meet for Scottish Olympiad

STUDENTS from English and Welsh universities took the spoils as Scotland hosted the annual University Royal Naval Units (URNUs) Olympiad.

Mixed teams from all the URNUs competed in four events – netball, hockey, rugby and shooting – at Clyde Naval Base.

And it was the Southampton University team which triumphed, followed by the Welsh Universities.

The South Coast team did not actually win any of the events, but picked up enough points to take the top prize.

The Welsh students won the rugby and netball – edged on by their colourful Welsh dragon mascot – while Oxford won the hockey and Glasgow the shooting.

Prizes and trophies were presented by Flag Officer Scotland, Northern England and Northern Ireland (FOSNNE), Rear Admiral Derek Anthony.

Scotland was home to the first URNU – Aberdeen was set up in 1967 with the aim of encouraging undergraduates to find out more about the Royal Navy without any obligation to join on completion of their studies.

Each URNU today is a Naval training establishment with its own offices, classroom and officers' mess, and each unit also has an Archer-class patrol boat assigned to it, with a full-time RN crew.

These small craft deploy during the Easter and summer holidays, often to foreign ports – recent years have seen URNU craft visit Norway, Spain, France, Germany and Russia.



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## Records go at Rayleigh golf contest

MORE records tumbled at the Rayleigh RNA annual charity golf tournament.

Despite commitments in the Gulf and on standby for firefighting duties, the Royal Navy threw its weight behind the event and there was a best-ever turnout of 150 people.

Playing in the best weather in the seven-year history of the event, HMS Collingwood took the inter-service event by one point from NATO, with Essex Police claiming top team honours from Collingwood and NATO, four points behind.

A strong US Navy contingent won the mini Ryder Cup for the first time, while the RNA Trophy, sponsored by Navy News, went to S/M Gary Faulkner of Tunbridge Wells, with host club player S/M Ron Simmonds second and RNA President Vice Admiral John McAnally third.



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Gill also regularly interviews people concerned that they are leaving, or have left, the Service with vast experience but no paper qualification – and she can show how a good wordsmith can go a long way towards bridging that gap.

Linda added: "While a lot of our assignment work is placed in the Naval Base at Faslane, we work closely with many other employers in the area who want to recruit ex-Service personnel, but find they often fall down at interview."

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# Resettlement



# Change of life – and how to manage it

EACH year over 3,000 people leave the Royal Navy or Royal Marines and make the transition to civilian life.

Everyone who leaves will have different personal circumstances and aspirations, but the adjustment from the military environment to the civilian world outside is an issue common to all.

It is certainly a challenge, but also a chance to take stock, maybe change direction, and focus on the opportunities and possibilities that lie ahead.

Since October 1998 resettlement services have been provided by the Career Transition Partnership (CTP), a partnering arrangement between Right Management Consultants and the MOD.

Under the arrangement, Right Management Consultants, a global change management and HR consultancy firm, deliver resettlement services to all ranks in the Armed Forces through nine centres in the UK.

Most Service leavers eligible for the full programme start the resettlement process with a three-day Career Transition Workshop (CTW).

Here they will be involved in group discussions to identify their transferable skills, assess their future opportunities, learn about self-marketing and networking and CV writing.

They will be assigned to a career consultant who will be their point of contact for advice, guidance and support thereafter.

They will also have access to PCs and the Internet and resource rooms containing information on careers, training and locations in the UK.

CTP provides business start up and consultancy workshops, interview techniques and 'New Horizons' briefings for those who are going to seek paid employment.

Each Centre hosts regular briefings on the financial aspects of

resettlement and housing briefs by the Joint Service Housing Advice Organisation.

In sum, the CTP offers:

- One-to-one career counselling
- Resettlement workshops
- Skills training
- Training advice
- Job searching and matching service
- Information and impartial advice
- Support up to two years post discharge

With the major deployments to the Gulf area and a requirement to provide cover during the firefighters strike, resettlement has been pushed down the priority list for many RN and RM personnel.

Helen Baker, Manager of the Portsmouth Regional Resettlement Centre, has been in contact with the ERO of all Portsmouth-based ships offering help to ratings due to leave in the next six months.

Her career consultants have been allocated to particular ships as the CTP point of contact, available to offer help and advice by e-mail or to make preparations for when ships return to Portsmouth.

Mike Clayton, manager of the Plymouth RRC, has written to Devonport-based ships, too – but also realised that many Royal Marines returning from the Gulf had little time left before they were due to leave the Service.

He ran extra Career Transition Workshops and career advice sessions at Plymouth RRC and

extended its opening hours till late evening and Saturdays for the last two weeks of May. His staff also offered to go to Stonehouse,

Chivenor and Norton Manor Camps to make it easier for leavers to get resettlement preparation.

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In addition the previous years saw more new classrooms, modern

boarding accommodation with en-suite facilities, a new Science and Mathematics block, new tennis courts, hard-surface sports and play areas.

The sixth form that numbers over 80 and the nursery that takes children from three months to three years are thriving, and exam and sports results are outstanding with national champions and representatives of county, regional and British teams appearing.


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# YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

www.navynews.co.uk/youngreaders youngreaders@navynews.co.uk



## Members birthdays

Here's all our members with summertime birthdays in the month of June. Have a brilliant birthday:

Kelly Allen  
David Beere-Waldren  
Marcus Birkbeck  
Liam Braine  
George Brewster  
Luke Burdett  
Eddie Chadwick  
James Clarke  
Elizabeth Cox  
Charlotte Crooks  
Danielle Dixon  
James Glanville  
Daniel Grant  
Lawrence Haycocks  
Tyrone Irving  
Natalie Lees  
Xavier LeRoux  
Sofia Linares  
Alistair Martin  
Anouska Mason  
Craig Matheison  
Oliver Mitchell  
Takamasa Nakagawa  
Lawrence Newland  
Joshua Peasegood  
Charlotte Perren  
Callum Plunkett  
Liam Ramsay  
Sam Read  
Jack Reid  
Daniel Sanders  
Lewis Sharpe  
Danielle Slade  
Matthew Starling  
Adam Tait  
James Thompson  
James Tookey  
Helen Vincent  
Annya Wadds  
Jake Wells  
Jamie-Lee White  
Annabelle Williams  
Matthew Woolley  
Jonathan Wright

## Maritime festival

The International Festival of the Sea is taking place up in Scotland at Edinburgh on May 23-26.

Type 42 destroyer HMS Southampton is planned to be at the celebration and will be open to visitors.

Tickets: 0131 473 2000

## FUN AND GAMES

Life on board warships can be very exciting - but it also has its quiet times.

You might be able to go and watch telly when you're bored or go outside to play, but the Navy can't go anywhere other than the ship. TV aerials don't work when you are at sea on a moving ship, and there's nowhere else to go.

To keep themselves entertained on long sea voyages the Navy has come up with a number of games that they can play as teams.

One of the traditional Naval games is Uckers, which is a bit like Ludo, but has different rules and is very tactical.

Dominoes are a popular game on board ship, and can be played in teams or just one on one.

Obviously packs of cards are always useful and there are loads of card games that can be played by anything from one person to a roomful.

The Navy will also play bingo, which they call 'tombola' with someone acting as the caller (with their very own Naval slang for the numbers) and everyone else competing to win.

It might be a surprise but horse-racing also takes place on ship. You can find out more on the next page...

# Uckers and the art of blobbing

One of the most popular games in the Navy is Uckers. You'll find an Uckers board on almost every ship, in almost every submarine, at almost every establishment.

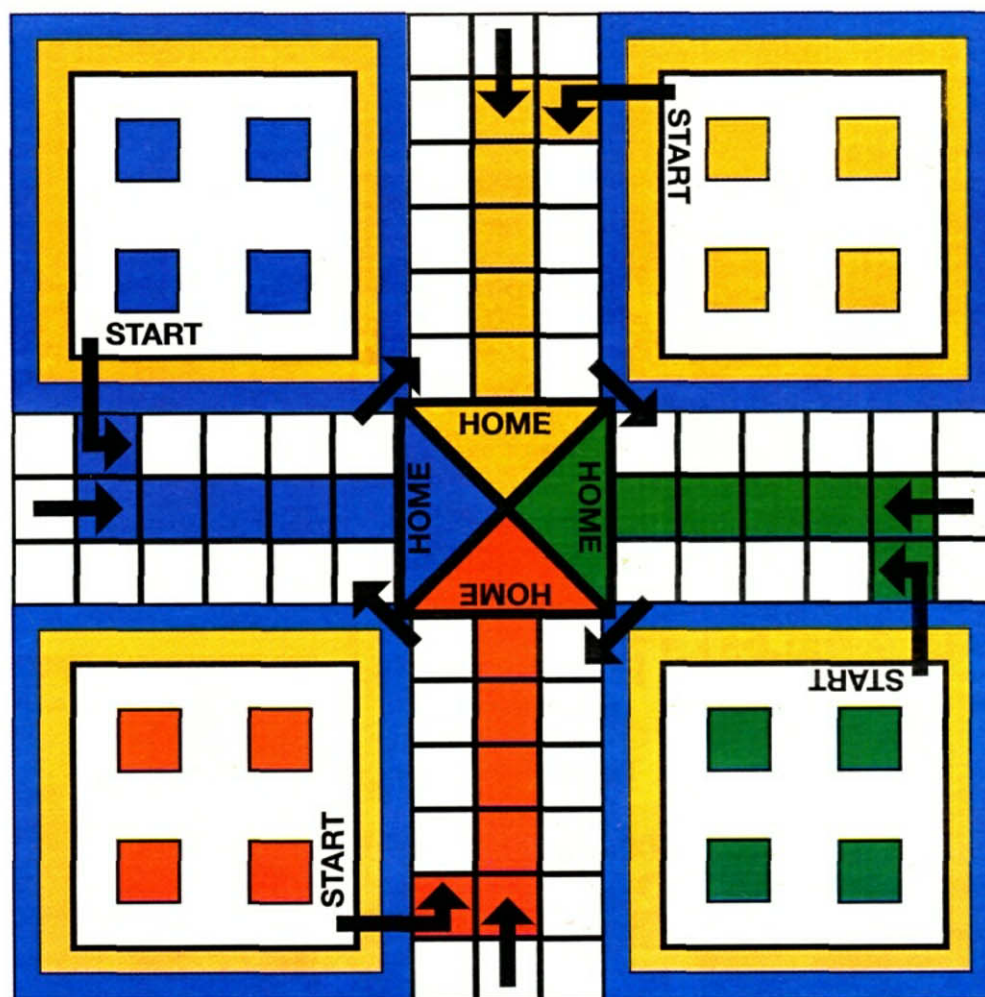
On first look, you could think Uckers looks mighty familiar. It is based on the popular board game Ludo, but the Navy has different rules that mean you've got to be smart and you've got to be tactical.

The Navy draws up its own Uckers boards that look like the one on the right here - you might have a Ludo board at home that you can use.

For Uckers you use two dice and you play in two teams of two people. The red and yellow join sides against the blue and green.

Your pieces start in the corners with the squares in the same colour. Everyone rolls the dice in turn and the person with the highest score has the first throw.

But having the first throw doesn't always mean you move first, because you have to throw a six before you can move one of your pieces out of the corner and on to the board.



Once a six is thrown, the piece moves out on to the starting square (or doorstep). Pieces move in a clockwise direction, the number of squares the same as the score on the two dice. The aim of the game is to get all of your own pieces and your partner's pieces around the board and into home at the centre before your opponents.

The pieces move the number of squares on the dice - this means that if you throw a 2 and a 4, you can move one piece two squares and another piece four squares, or one piece all six squares together. If once you've moved the whole dice score you land on top of one of your opponent's pieces then they are knocked back to base and have to start again.

If two pieces or more of the same colour are on the one square, this is a barrier, known as a blob. An enemy piece cannot get past a blob but has to sit on the square behind it, throw one 6 and say 'challenge' then throw more 6s for each piece sat making up the blob.

So for a blob with four pieces, the opponent has to throw a massive five 6s in total to get past, one for the 'challenge' and four to get rid of each piece in the blob. But once a player has begun a 'challenge', they cannot move any other of their pieces until they have thrown all the 6s to get rid of their

enemy's blob.

A mixy blob is when your partner's pieces land on top of yours - so yellow and red can pile up together to make a mixy blob - but this has no value as a barrier and cannot stop your enemy's pieces.

To get a piece home when you are on the final stages you must throw the exact number to get your piece back into home. And the winners are the pair who get all eight of their pieces home first.

Of course, this is just one set of rules and lots of ships and Navy areas have slightly different rules for their own games.

If you'd like a formal set of Uckers rules, write in to us and we'll send you a copy.



Don't forget to visit our website for more competitions!

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## 10 FRIDGEPLAY® GAMES TO GIVE AWAY

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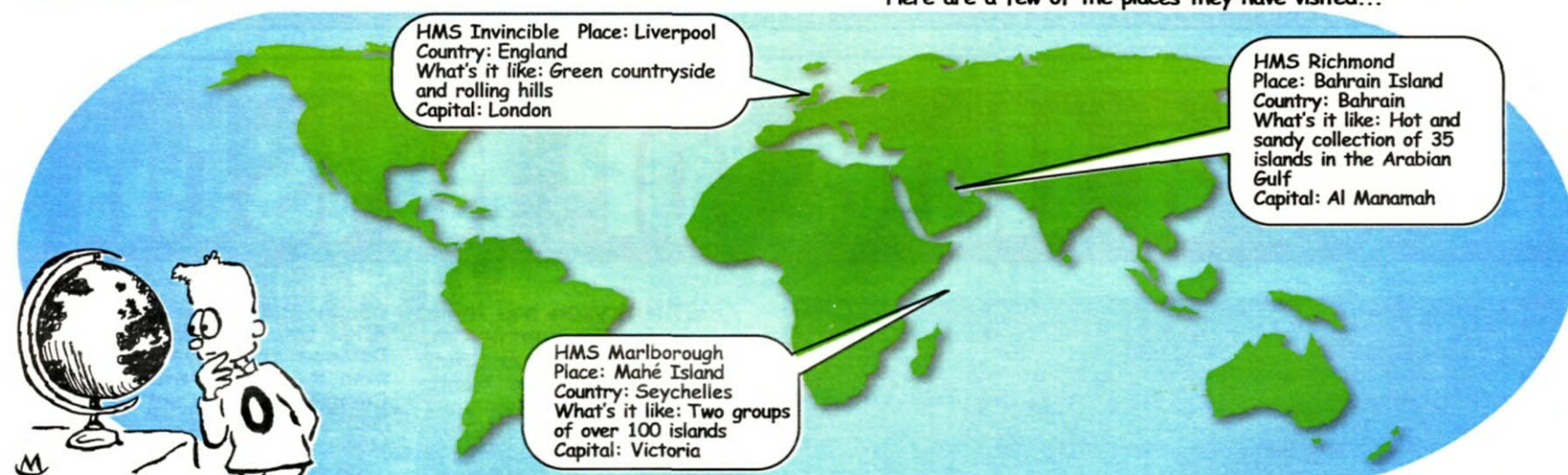
# when

did the first naval battle take place? Well, the first recorded naval battle was in 664BC between two Ancient Greek states, Corinth and Corcyra (now called Corfu).



# Where in the world...?

Royal Navy and Royal Fleet Auxiliary ships have been travelling all around the world for the past few months. Here are a few of the places they have visited...



## Horses and penguins race for the finish

Bizarre as it might sound, the Navy often races horses on its warships. And sometimes it races penguins, and on occasion, even dolphins! But don't worry, because none of them are real - they're made of wood!

On race nights, a long board is drawn up with different sections marked up with messages like "Miss a turn", "Go back two spaces", "Rush forward four spaces".

There are six jockeys, each of whom has a different coloured horse (or penguin or dolphin), and each jockey throws the dice in turn.

Depending on what they throw, that's how far forward their horse can move.

Of course, if the horse lands on a "Go back three spaces" square, then the jockey has to take their horse back again.

The whole ship turns out to watch and cheer the different horses to get to the finish first.

There will be a number of races over the evening, and there will be a racecard drawn up with different horse names for each of the races.

The names of the horses are usually based on the nicknames of certain characters on the ship.

Do you play any games? Write in and tell us about them...



# why

is the British Royal Navy called the Senior Service? Because it was started in the 9th century by King Alfred the Great, before Britain had a national Army and long before the Royal Air Force.

## Mathematical mastery for dominoes dominion

Another game that the Navy plays on board ship is dominoes.

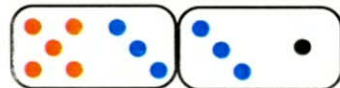
There are lots of different ways that you can play, but a popular game in the Navy is called 'Fives and Threes'. You can play this game with two, three or four people. All you need are a box of dominoes and a pen and paper to keep the score.

Turn all the dominoes over so you can't see the dots, then mix them up. Each player picks out seven dominoes or 'doms' as they are called in the Navy.

Then each person takes a turn to put their domino down. The number of dots on the end has got to be the same for both dominoes. Look at the illustrations to make it simpler. The dom can be put down at either end.

Are you any good at maths? Because for this game you need to be able to figure out how many fives or how many threes go into the dots score - that's the total number of dots at the very ends of the long chain.

It sounds difficult, but really it isn't. Just remember to add up the number of dots right at each end. Let's see how it works...



So with these two dominoes the dots on the ends - five and one, add up to six. There are 2 threes in six, so your score is 2.

Here's another one. See if you can figure out the

score here...

Well, it's four dots plus a double three (six) which makes ten dots. And five goes into ten 2 times. So the score is 2 again!

You keep adding dominoes with the same number of dots next to each other in a long chain one player after another.

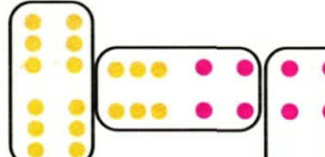
Sometimes you might not be able to make a number that divides into three or five. Don't worry, you just don't score on that round, but better luck next time!

Other times you might not be able to put a domino down. That's when you knock. 'Knock'

means you tap your domino on the table to show that you can't go, you get missed out and the next player takes their turn.

'Fives and Threes' can be quite tricky but you can get a really high score if you are crafty.

Take a look at this one - be warned, it's quite tough. Guess how much this scores...



This long trail makes up a mega-score of 8! How?

Look at the ends of the long snake. They are double six and three, so that adds up to fifteen.

There are 3 fives in

fifteen, and 5 threes in fifteen - so if you add these together you make a grand total of 8.

Which is good news for you if you want to win!

You keep playing until all your doms are used up or until you can't play any more. Then you start again by turning all the doms

over, mix them up, and picking another seven. The first one to score 121 wins.

## YOUNG READERS CLUB

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## This month

2 June 1953: The Duke of Edinburgh is appointed Captain-General, Royal Marines.

3 June 1980: The Navy's first hydrofoil, named as Speedy, was accepted for a short career that ended in February 1982

4 June 1940: Evacuation of the British Forces from Dunkirk in World War II completed

6 June 1944: The Normandy Landings when the Allied Forces went on the offensive against the Germans during World War II

8 June 1550: The first time the Medway in Kent was used as a base for Navy ships

10 June 1971: HMS Sheffield, the first Type 42 destroyer, was launched by the Queen - the warship was later lost in the Falklands Conflict

11 June 1730: The first dinner in the Painted Hall at Greenwich Hospital

12 June 1794: Nelson blinded in his right eye at Calvi

14 June 1789: Capt Bligh of the Bounty arrives at Timor after 3,618-mile voyage after the mutiny on his ship

14 June 1853: Introduction of Chief Petty Officer and Leading Seaman rates

17 June 1755: James Cook joined the Navy, later in his career as a captain he led a voyage of discovery to the South Seas and Australia

20 June 1774: John Day was lost in the first submarine experiment in Plymouth harbour

22 June 1923: RMA (Blue Marines) and RMLI (Red Marines) combine to reform Royal Marines

22 June 1981: The current HMS Ark Royal launched

24 June 1869: The wearing of beards and moustaches was allowed, but only both together

27 June 2002: Queen's Golden Jubilee military celebrations at Portsmouth

## NEXT MONTH

We'll be exploring the deep dark underwater world of submarines where these silent metal guardians patrol the waters of the globe...

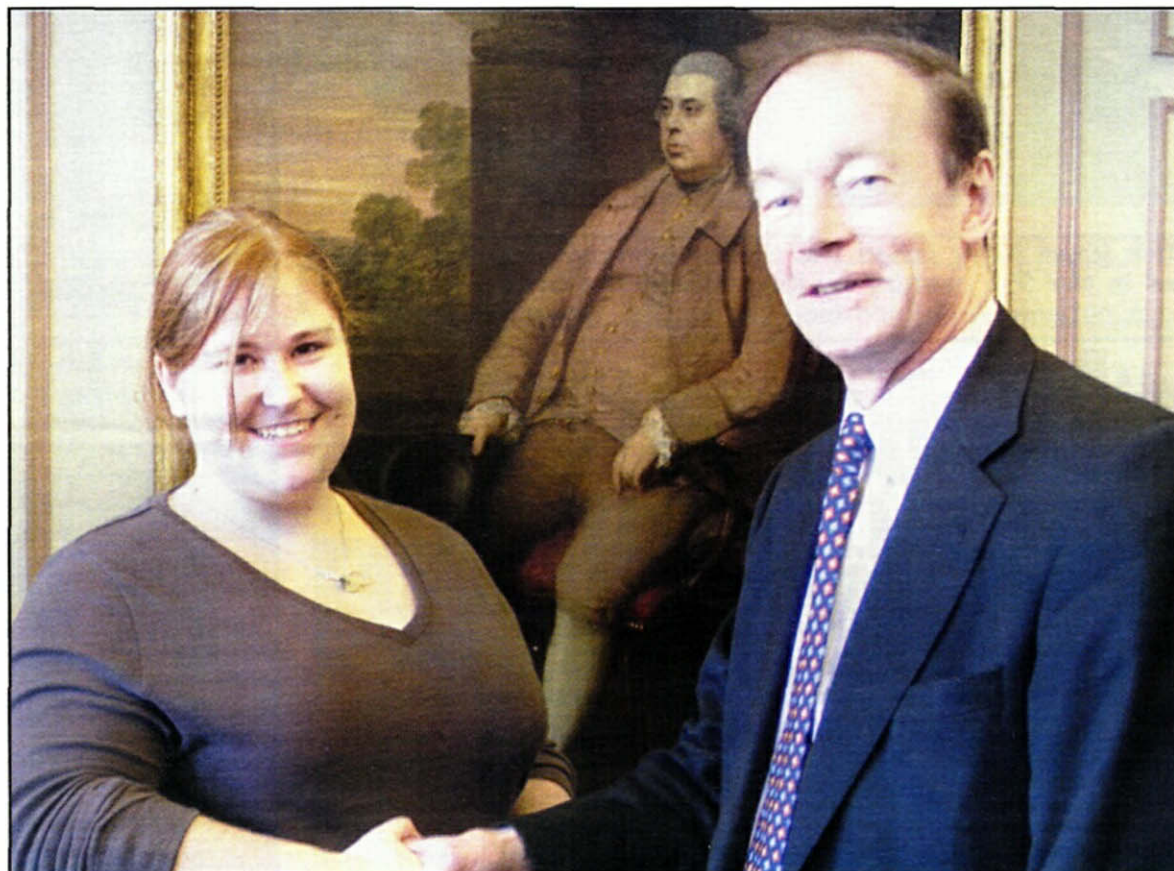
## Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition. One entry per person. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.





## Whale of a time for Kristin



KRISTIN Bryson has found a cure for the summertime blues – she's off to South Africa on board a "white whale".

The York Unit Cadet PO will join the crew of a Safmarine fast container ship for the voyage of a lifetime after beating stiff opposition in a national competition.

She penned a winning essay and outshone other finalists in an interview with Navy chiefs to win a coveted prize – the chance to stretch her sea legs and then make new friends for the Corps ashore as she tours South Africa.

Overjoyed when she heard the judges' decision, Kristin vowed to help further cement already strong links with the South African Sea Cadets.

During her summer stay, she will take in Port Elizabeth, Durban and Capetown before returning to the UK aboard the freighter dubbed "the white whale" by her crew because of her distinctive livery.

Judging took place at the Sea Cadets London headquarters with a panel comprising

Commodore Roger Parker, Brig Gen M. E. Petane, Defence and Naval Adviser from the South African High Commission, and Capt R. B. O. Hellier of the Safmarine/Maersk shipping line.

Other cadets selected for interview from the 25 finalists were PO Cadet Mark Mayfield (Great Yarmouth), A/C Joshua Gaskin (Taunton) and PO Cadet Charlotte Adlam (St Albans).

● **WINNING SMILE:** Cadet PO Kirstin Bryson is congratulated by Cdre Roger Parker after learning she has won a trip to South Africa in the Safmarine/Maersk container ship nicknamed "the white whale" (below)



## LONG SERVICE

AFTER 13 years as CO of Loughborough Unit TS Venomous Lt Cdr Bob Moore attends his last Parade Night (left).

During his command the unit has received a burgee every year for ten years. Lt Cdr Moore has run the London Marathon with the Sea Cadets twice, raising over £2,000 this year.

Meanwhile the Cadet Forces Medal has been presented to CPO Shelly Falkner by Capt Nick Davis, Assistant Director (Youth) Royal Naval Reserve (right).

Shelly works full time for the Sea Cadets and is currently co-ordinator of the RN Sailing Centre Portsmouth, looking after the various Cadet organisations as they pass through.



## Bristol win cup with 16 point lead

IT HAS been "a fantastic and monumental year" for Bristol (Adventure) Marine Cadet Detachment (left) – crowned with winning the prestigious Gibraltar Cup.

The Detachment had already won the MCD National Drill competition, the Harris Trophy, March and Shoot, and were top team at CISSam 02.

Bristol (Adventure) Marine Cadet Detachment Alpha Company was born on October 11, 2000 with 15 Cadets and two Training Team and now has a steady serving strength of 27 with six trainers.

The Gibraltar Cup was presented to the Marine Cadets by General Sir Campbell

Hardy, Commandant General Royal Marines, in 1957 and has been keenly contested ever since. The competition entails a timed obstacle course, drill display, general knowledge quiz, seamanship and weapon handling test, followed by a 5.56 shoot and the inevitable sods opera.

This year teams from Wallasey, Folkestone, Sheffield, Haringey joined Bristol to take part in all these – but Bristol scored with an impressive 16 point lead.

The Cup was presented to team captain Cpl Pope by Brig Nick Pounds, Commandant of the Commando Training Centre







# Lyndsey's a natural in leadership

"NATURAL leader" PO Lyndsey White of TS Active is the new Lord Lieutenant's Cadet for Merseyside.

She was awarded her certificate of appointment and badge by the Lord Lieutenant himself, Col Alan Waterworth, at a special presentation at the North West Reserve Forces and Cadet Association in Liverpool.

"She is an outstanding Cadet, and it is so very appropriate that in 2003 it is the turn of the Sea Cadets, as it is the 60th anniversary year of the Battle of the Atlantic," said Col Waterworth.

As warships from nine of the Allied nations involved arrived in the city, led by HMS Invincible, Lyndsey was one of the guests at the commemorative lunch in St George's Hall.

Lyndsey joined the Sea Cadets as a junior in 1996. Among her achievements while serving with the Southport unit have been:

- Taking part in the Liverpool Raft Race

- Helping with the Liverpool Marathon
- Attending the unveiling of the Capt Johnny Walker statue
- Marching in the Princess Diana memorial parade

- Representing the Liverpool District at the Bootle Town Hall Golden Jubilee lunch for the Queen

"She's a girl of many talents," said her CO, Lt Stephen Boyes. "She is always willing to volunteer and put herself forward. She is a proficient sailor, too, and is working for her Duke of Edinburgh's Awards. She is a natural leader."

Currently studying Performing Arts at Skelmerdale College, Lyndsey is taking part in a production of *Jesus Christ, Super Star* at the Phoenix Theatre and planning entertainments to raise funds for her unit.

She has the offer of a place on the staff of TS Active when she is 18.



## Chester collects Colditz Award

COLDITZ Award winners for 2002 are Chester le Street Unit TS Donald O'Clarke.

Commanding Officer Lt M. Mons-White received a cheque and a photo of Colditz Castle from one of its long-term inmates as a POW, Sir Laurence Pumphrey.

The Award from the Colditz Association is made for the unit which has done most for its local community – in remembrance of the unique community spirit the Colditz POWs created.

# Matching pair inspires 'Cadet Americas' race

TS REBEL has now taken delivery of its third racing yacht – and started a special racing series to celebrate.

The London Area specialist offshore sail training group saw *Trio*, a seven metre Hunter Sonata class, delivered to Fox's Marina.

After some minor work "to achieve conformance requirements", *Trio* joined with the group's other Sonata, *Riot*, to double the capacity of the Cadet RYA keelboat sailing courses, which have proved extremely popular.

Now the group has taken advantage of having two identical boats by launching a yacht match racing series.

Based on the world-famous Americas Cup, and

so called Cadet Americas, this will take the form of 24 races between the two boats over the course of the sailing season.

Crews will be selected from aspiring cadet yacht racers from the keelboat courses as well as from the London Area Yacht Racing Squad.

Meanwhile the first cadets from Walton on the Naze unit have taken to the water in the *Leopold Muller*, on loan there to TS Rebel until enough money has been raised to

purchase the replacement of its previous offshore sail training yacht. She has places booked for courses throughout the season

● **AMERICAN STYLE:** In windy conditions with reefed mainsails, keelboats *Trio* and *Riot* race to windward with their young crews at the start of the Cadet Americas race series at Walton. Inset: Walton's TS Illustrious cadets on board the *Leopold Muller*.



## The long and the short of it . . .

AS he approaches his 16th birthday, it looks like the Submarine Branch for L/C Adebambo Salawu of the City of London Unit, pictured here with some of his taller HMS Belfast-based ship-mates.



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## Guests triumph in League Nines trophy

THE ANNUAL Royal Navy Rugby League (RNRL) Nines trophy drew in ten teams involving over 100 players to HMS Sultan.

Guest side, Gosport and Fareham Vikings, triumphed in the Cup competition, while HMS Gloucester led by Navy regular Apprentice Tom McKenna won the plate competition.

The competition organised for the second consecutive year by LPT Mark Brocklesby and sponsored by NAAFI Financial, took place on a baking hot day on a hard surface – the quality of the rugby being testimony to the fitness and skills of all the competing teams.

The teams consisted of five ship teams, three shore-based teams, as well

as squads from RAF Odiham and the Gosport and Fareham Vikings.

Pre-tournament favourites HMS Sultan won through to the semis but lost out to a very strong side from HMS Invincible led by CPO 'Aussie Mal' Badham.

Sultan did have the consolation of providing the player of the tournament in LMEA 'Warren' Beatty, who impressed the officials with his all-round game and especially his kicking throughout the tournament.

Gloucester took the plate trophy in a very close game, beating the Maritime Warfare School 12-5.

The local Vikings side were invited into the competition to help forge links

between the Navy and the club for the benefit of rugby league in the area.

The team, led by Army rugby league coach Cpl Sean Fanning, were already into their regular season and their match fitness told in the final claiming a comfortable victory over the Invincible team.

Next on the rugby league calendar is the International York Nines Festival of Rugby over the weekend of June 21-22.

The occasion is set to become an annual event following the success of last year's festival, and lining up alongside the Navy in the 26-side competition will be representatives from all the home countries, places as diverse as Holland, France, West Indies and Russia.

## Wins prove elusive for golf team

THE LAST month has seen a busy period for Navy golf, writes *RNGA Secretary Cdr Gary Skinns*.

The men's representative team embarked on two county matches, while the ladies got their season under way with a coaching proficiency day and Portsmouth held their Command Championships.

A slightly smaller than normal team of eight took on Dorset at Durdley Golf Club, a new venue to the RN men. The course turned out to be long and demanding, not helped by winds in excess of 30 knots throughout the match.

Although some games were close-fought affairs, the strong county side always had the upper hand and no more so than in the morning foursomes which saw a clean sweep of all four games.

Things picked up a little in the afternoon singles with five of the eight matches reaching the final green. Had the results of all these gone the Navy's way, the overall result of a 2-10 loss would have been somewhat more respectable.

There were however some encouraging performances, notably from brothers CSgt Martin and Sgt Joe Sharp (both CTCRM).

Joe in particular had a good day in being the only outright winner in his singles encounter and losing by the narrowest of margins in foursomes partnered by Sgt Ned Kelly (Yeovilton). Martin also lost narrowly in the morning but gained a creditable half point after lunch. The Navy's remaining point came courtesy of a halved match from ex-RN Champion Lt Terry Taylor.

Two weeks later, the team travelled north to its biennial encounter with Leeds and District Golf Union. This year saw a return to the picturesque Howley Hall Golf Club, where the team not only enjoyed the tricky course but also the excellent traditional Yorkshire hospitality.

After an honours-even Saturday friendly against the club, battle commenced on Sunday against the Union team, a match won by the RN on just one prior occasion.

Some excellent selection decisions for the morning foursomes proved the basis for one of the best starts ever with the Navy going to lunch up by 3.5 points to 1.5. Navy captain Lt Guy Norris (BRNC) chose an excellent partner in CWEA Steve King (SFM Portsmouth) as the pair led the way with a resounding 5/4 win.

This was closely followed by wins from Cpl Fred Lomas (CTCRM)/OM Ken Anderson (HMS Cumberland) and Sgt Ned Kelly/CPO Fred McEvoy (HMS Neptune) while top pairing MEM Mike Setterfield (RM Poole) and MEA Adam Hawkins (HMS Sultan) gained an excellent half against very strong opposition.

Things looked very rosy through most of the afternoon especially

when the RN won four of the top six singles matches leaving just a half point needed from the remaining four. Norris continued where he had left off in the morning trouncing his opponent 7/6, and Hawkins, reaping the benefit of his recent membership of Rowlands Castle Golf Club, proved himself with a 6/5 win.

Steve King carried over his form from the Portsmouth Commands with a 5/4 success while Fred Lomas produced the recovery of the day to come back from 4 down after seven holes to win 2/1.

However that was where the good news ended as all four final matches were lost. Although initially disappointed not to achieve an elusive win, the team came away with great credit and a halved match overall was certainly something that would have been readily accepted prior to play.

There were many excellent performances from the weekend, but the two that stand out were the form of both team captain Guy Norris and Fred Lomas.

Norris, having played little golf to date this season, is in top form. He followed an excellent friendly round against the club, where he recorded five birdies in the first seven holes, with two outstanding performances on the Sunday when he had no requirement to go beyond the 15th green.

Lomas' record to date is considered a first in Navy golf – having made his debut at the 2002 Civil Service match, he has a 100 per cent record having won all 9 points possible. This includes playing in all four rounds of 2002's Inter-Service championships where he was called in as second reserve.

CHICHESTER Golf Centre hosted a Ladies proficiency coaching day in early May. The aim was to encourage newcomers to the sport, but was open to all comers.

A total of 11 underwent a few hours of instruction under the resident female professional as well as a game round the 9-hole course after lunch. A successful day saw up to three potential players for the future who now look forward to the season start later this month.

Further information may be obtained from ladies Secretary Lt Cdr Isabel Kent 9380 27748.

THE 2003 Portsmouth Command Championships were held recently at Rowlands Castle Golf Club, where a total of 36 players competed for scratch and handicap prizes.

Home course advantage saw Navy player Steve King take the overall championship with ex-RN representative POWTR Steve Searle (Centurion Building) runner up. In the handicap section Lt Cdr Scott Straughan (HMS Dryad) took the honours from CPOMEM Martin Williams (HMS Sultan).

There is still time for entries for the Navy Championships 30 June – 4 July. Anyone with a handicap of 10 or better should contact RNGA Secretary on 9380 27880.

## Neighbours battle it out

HMS SULTAN have taken the RNFA Cup after a tough final against neighbours HMS Collingwood.

From the start, Collingwood's heavy artillery looked promising, forcing Sultan back, but Sultan's mobile system and pacy forwards came to grips with their rivals.

When Sultan did finally break to the left flank, a breathtaking show of acceleration from RN and Combined Services U21 player MEM 'Foxy' Foxhall put a begging cross into the box with no-one closing to meet it.

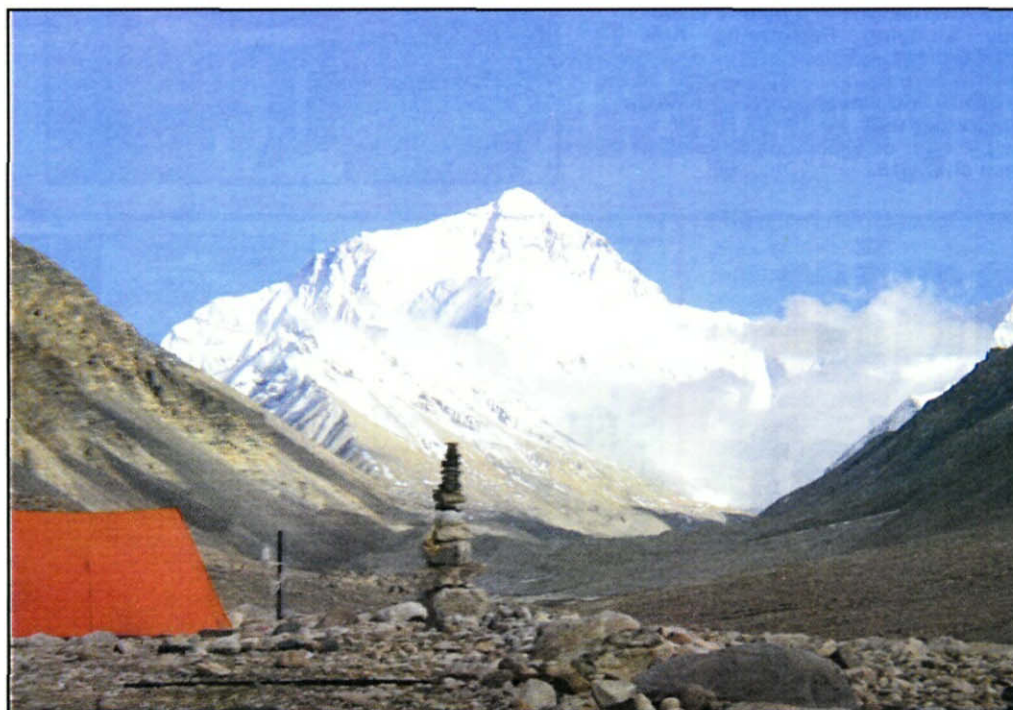
Five minutes later Collingwood forced Sultan into a defensive scramble and when they failed to clear the lines, the ball broke to LOM 'Spenny' Spencer-Smith, who crashed the ball past a despairing LAEA 'Bob' Hoskins.

Sultan responded with surprising composure, and when AB 'Sharkey' Ward was sent sprawling in the area, man of the match Foxy Foxhall blazed in the kick.

After the interval, the Collingwood defence went static at a corner and a totally unmarked Ward ghosted a head into the net.

Although Collingwood opened up Sultan's flanks with some clever play, they fell further behind after an hour when Ferns drew out Collingwood keeper PO 'Pompey' Howe to slot home.

Collingwood bounced back with sustained pressure, and Hoskins made a fine save but the rebound was rammed home by 'Bambi' Bamforth.



● Along the Rongbuk valley to the North Face of Mount Everest

## Long trail to Everest

THE MAIN Royal Navy and Royal Marine expedition to climb Mount Everest continues with the team having completed their final acclimatisation trip on May 6.

In the meantime, Support Trek 1 successfully completed their long

voyage among the foothills of the Himalayas.

The trek took place between April 22 and May 8 with 18 people from the Navy and Marines, supported by 11 Nepalese sherpa and 9 Tibetan drivers, all under the leadership of Maj Dan Bailey RM.

This was the first of the three treks planned to support the main Everest expedition, but this was the only group to make it across the Tibet/Nepal border before the Chinese closed it due to the SARS epidemic.

The group had a chance to see Tibetan life at close quarters, with four days of travelling through the spectacular desert of the Tibetan Plateau.

After five days of slow ascent, the team finally saw the magnificent North Face of Everest at the head of the Rongbuk Valley.

Once the trek group had reached Base Camp, they joined with the main climb party to a brief by Lt Col Nick Arding on the progress of the main group.

The walking team's arrival was celebrated by a high-altitude buffet party, before 12 of the 18 set out on the next day to Intermediate Camp, where the group spent its highest night at 5,800m.

Strong winds at Intermediate Camp forced a swift retreat back down the mountain.

After three unforgettable days

in Base Camp the trekkers returned to Kathmandu over two days, with a break in the middle for a hot thermal bath in a sandstorm in the middle of the desert.

The last night saw a final big run-ashore in Kathmandu before flying home.

Trek leader Maj Bailey said: "Overall, this was a superb example of the benefits of adventurous training."

"The trek required courage, teamwork and physical determination. And the rewards were a considerable sense of achievement, some incredible memories and great fun!"

The main climbing push, despite the wind damage, will be featured in next month's *Navy News*.

## New blood for cricket season

DESPITE losing a number of players to operational duties in the Gulf, the Navy cricketers drafted in new blood for early matches and made a great start to the season.

The re-shuffled side had comfortable wins over Incogniti and Stragglers of Asia, and were in a strong position against the Free Foresters when rain stopped play.

New captain Lt Justin Matthews (Dryad) had some impressive scores with 65 and 89 not out, and the omens are good for RN cricket.

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## As one arrives home, the next voyage is planned

AS ONE sailing expedition arrives home from the Canary Islands, plans are in hand for the next major trip through the Suez Canal to Dubai.

Despite the loss of a mainsail, Exercise Canary Gold has come to a successful close. Since September last year, different service crews in two week stints have been manning the yacht Fimbria, a Victoria 34 sail training craft, around the Canary Islands.

The final leg back to the UK was skippered by Lt Cdr Steve White, and was a joint service crew with RN, RNR, RAF, Army and MOD personnel.

The voyage from Western Spain covered 833 miles, and featured among its highlights crossing the Bay of Biscay in a force 8-9 wind with a steep stern sea.

The fierce winds in the Biscay crossing tore the mainsail in half, but one phone call back to the JSASTC (Joint Services Adventurous Sail Training Centre) was all it took for a new mainsail to be delivered by hand the next morning at Lorient, much to the gratitude of Fimbria's crew.

As Canary Gold returns home, the next is being planned – Expedition Topsail 2003 is an adventurous training expedition from Gosport to Dubai and back, planned to set

off in early September this year.

The expedition will use a Challenger 67 yacht provided by the JSASTC at Gosport – the first time a JSASTC yacht has been through the Suez canal.

The voyage will be split into 14 legs, with a 10-man novice crew from Topmast personnel and three experienced sailors for each leg.

Experienced personnel with sailing qualifications are particularly being sought to support the project.

Anyone who wants more information should contact Lt O'Callaghan or Lt Cdr Saylor on 9380 20959 or 20957.





# Army flattered by late tries at HQ...

A POWERFUL display of attacking rugby in the second half of the big match at Twickenham saw a formidable Army team bury the Navy by 53 points to 16.

With the Navy just two scores behind at half-time, there seemed to be a chance of a close finish, but the soldiers' power, speed and cohesion saw them run away with the Babcock Trophy and the 2003 Inter-Services championship.

The game, transmitted live by Sky and BFBS, and sponsored by Babcock for the first time, lived up to the hype. The Princess Royal was there to present the Babcock Trophy and the Inter-Services Bowl to the Army captain.

The crowd of about 35,000 were entertained by end-to-end rugby, but the men in red were always able to finish when the Senior Service could not.

Both teams were led out by their mascots – in the Navy's case, ten-year-old Sammy Rankin. After a minute's silence for fallen comrades and the National Anthem, it was into action, and the Army were on the scoreboard with a penalty kick after just two minutes.

The Navy hit back immediately with scrum-half Dave Pascoe slotting home a superb 40-metre kick a minute later, but this prompted the Army to go on to the offensive.

The Fijian connection, expected last year, was more in evidence this year as the Army forwards attacked in waves.

**The Navy were pinned in their 22, and after 14 minutes a fluent back move allowed an Army winger in for their first try, though the conversion was missed, and within minutes a Navy drop-goal attempt was charged down for the Army to break upfield and score an easy try.**

The Navy scored three more points through the boot of Pascoe after fly-half Paul Clark and winger James Hearsey linked together for a good back move, and another penalty apiece closed the scoring for the half.

At 18-9 in Army's favour at half-time a contest was still in the offing, but two quick tries in the first ten minutes after the break left the Navy with a mountain to climb.

The Navy needed to score and played some quality rugby, but it was that inability to finish that cost them dearly. The RN forwards had battered the line three times only to see the backs get turned over.

S/Lt Will Jerrold replaced flanker S/Lt Michael Cox and S/Lt Ollie Hucker came on after 54 minutes. Both were winning their first Navy caps, but no sooner had Hucker entered the fray than he went down with torn ligaments.

As the Navy reorganised the Army scored another try, but the Dark Blues defended solidly and won a series of penalties which edged them upfield.

With 75 minutes on the clock the Navy needed a try, supplied by Matt Parker who took a quick penalty ten yards out and burst through three red shirts to touch down beside the post, giving Pascoe an easy conversion.

At 39-16 it was probably a fair reflection of the game – a deserved victory by the Army, but a points differential that the Navy could have possibly accepted.

But on 80 minutes the Navy were guilty of weak defence – and probably weary legs – and Smith got over the try-line to push the score along.

Salt was well and truly rubbed into the wounds deep in injury

time in the 86th minute, when the Army scored again, both tries being converted.

The Navy side went away knowing they were well beaten by a strong outfit which was well led and organised. But they also know that their efforts were not accurately reflected in the final score.

It has been a rebuilding period with a squad of 71 players and ten new caps this season, but the Navy is already looking to next year when once established perhaps things will be different.

■ On a brighter note, the Navy's team pushed to glory in the Commonwealth Cup against the Royal Australian and Royal New Zealand Navy sides, narrowly beating the RAN 18-15 and overcoming the RNZN with a more comfortable lead of 25-17 – full report in next month's *Navy News* and in

*Navy News Online* on the Internet.

■ The Army women also proved too strong for a passionate and determined Royal Navy side, winning by six tries to one.

Watched by a crowd of about 100 – including the RN squad before they travelled to Twickenham – both sides played good rugby in the inaugural, women's Inter-Service contest.

The Army immediately camped inside the RN half, with only resilient defence stopping the soldiers scoring countless times.

And it was 24 minutes before a big Army drive forced the Navy defence on to the back foot, and the rolling maul that followed allowed the Army in for the first score of the day.

With the wind behind them the Navy started the second half strongly. They kicked the ball into

open space behind the defence but were unable to get to the ball quickly enough.

After 55 minutes the Navy were promising to score with another big kick into Army territory, but the Army struck back to score against a tiring defence.

Minutes later the Navy were pinned in their half with possession, only to kick it away and allow the Army to come at them again and score under the posts.

It was becoming one-way traffic for the Army now, as the Navy grew more tired, and three more tries were run in.

The last score though, finally, went to the Navy. Using the same tactic of kicking for territory the ball was bundled over the line by centre replacement OM Elsa Cosgrove, making the final score 32-5.

## ...but Navy boxers fight back in ring

NAVY PRIDE was restored when boxers beat the Army 3-2 in a team match at the Café Royale's Empire Suite. The Senior Service won the event with both services fielding their strongest teams.

This show was part of a benefit for Waspas rugby player Peter Scrivener, whose career has been hindered by injury. A portion of the proceeds will also go to Scrivener's favourite charity the cancer care unit at Mandeville Hospital. Sky cameras were there and screened the show on May 15.

Late replacement for RM Commando Kev Green who pulled out of his bout against the Army was AEA Dave McElwee (HMS Heron) who jumped at the chance to represent the Navy.

McElwee, who is an up and coming prospect for the RN boxing team, agreed at four days notice to box, even though he knew he would be going into the ring with a boxer from one of the most successful teams in the country.

McElwee took on this year's under-10-bout national finalist Cpl D. Field. The bout started at a furious pace with both boxers landing fast and hard punches, but a powerful hook to the body dropped McElwee for a count of eight.

McElwee tore straight back in to land his own counters, but was caught again to the body and the referee stopped the bout in the first round.

Mne Jim 'The Thin Destroyer' Cusick (1 Assault Group) levelled the score as he took on Inter-Services champion and national semi-finalist LCpl Neil Robinson (1st Green Howards). Cusick's fitness, strength and courage earned him an unanimous points win over an experienced national boxer.

The third contest saw an all-Welsh bout with the two Welsh internationals Pte J. Whitefield (2nd Royal Anglian) and RM Commando Dave 'The Hurricane' Tang (1 Assault Group).

An all-action set of four two-minute rounds ensued, as the shorter Tang used his high work-rate and switch-of-attack style to break down the tall and rangy Army boxer. Whitefield won on a close points decision.

With the Navy trailing 2-1, OM Shaun 'Mac Attack' McDonald (HMS Newcastle) stepped into



● Welsh international Mne Dave Tang piles on the pressure against the Army

the ring to face England international and twice national finalist LCpl Dean Frost (27th Regiment, Royal Logistics Corp).

This was an eagerly awaited rematch after this year's Inter-Services saw McDonald win the bout 13 points to 11. The Army were not happy with the decision, but this time there could be no arguments.

Only in the second round was the former CBSA champion effective. Otherwise McDonald held his distance well and controlled matters with pain-seeking jabs and solid right-hands.

McDonald won the contest on a unanimous decision of the judges.

With the team match 2-2, it all depended on the last bout but this weight rested on the broad shoulders of no less a man than RN Boxing Team captain, Combined Services Champion, England ABA Champion, and England international RM Commando Mick 'The

Irish Hammer' O'Connell (1st Assault Group).

O'Connell repeated his Combined Services win when he unanimously out-pointed Army champion Bombardier Nick Okoth (1st Green Howards).

Okoth's fast and aggressive style was swiftly halted as the Navy's national champion increased the tempo with hard and accurate combination punching.

Coach POPT Q Shillingford said: "I'm delighted with the team's performance. Their dedication and commitment has prevailed yet again, and this season has produced success after success for amateur boxing in the Navy."

"The Army have got one of the strongest and biggest boxing teams in the country, with forty boxers in full time training. To beat the Army is good in itself for Service sport, although I must admit I have achieved a personal goal that I set myself and the team."

## Tough schedule for footballers

THE RN U-19 soccer squad produced their best result in over 20 years by reaching the semi-final of the prestigious Dallas Cup international youth soccer tournament, which included teams from Newcastle and Manchester United.

The squad, led by Cdr Martin Doolan and WO Paul Spinks and coached by GPO Arnie Ormiston and GPO George Barclay needed a good start in their group of four.

The first match, against Texas Lightning Black, was a tight affair, and the Navy would have settled for a draw when, with five minutes to go, Mne Jamie Walmsley headed home from a corner to snatch the victory.

The Capital Soccer Club provided the next opposition, and the Navy proved much the better team, with Jamie Walmsley, OM Matthew Parrott – with a 30-yard cracker – and WEA Aaron Ripley scoring in a 3-0 win.

Already through to the knockout phase, the Navy rested their back four to avoid picking up costly bookings, and although they led Team USA by fine individual goal from OM Khaled Khan, the last five minutes saw four goals fly in and a 4-1 defeat.

The quarter final against IMG Soccer Academy was incredibly tense, with both sides shunning opportunities.

Shortly after half time a lapse in concentration allowed IMG to score from a corner, leading to some bizarre celebrations, and it could have been worse had they converted their penalty moments later, but Mne Alex Bibby stood his ground well and saved easily.

Shortly afterwards MEM Lee Foxhall showed how it should be done by scoring from the spot to level the scores and take the game into extra time for the golden goal.

Having won the toss the RN decided to play with the wind at

their backs and throw everything forward. With ten minutes played STD Louis Green dispossessed the full back before rifling the ball into the top corner to take the game.

But the rigours of playing five games in six days in the heat on hard pitches were starting to take their toll.

Although the RN team competed and fought all the way, in the end they were defeated 4-0 by the pacy Dallas Texans Reds, who went on to win the final.

This was a superb overall performance from the RN squad who proved exceptionally capable on the pitch and excellent ambassadors for the RN.

## Army lose tug-of-war

THE DAY of the Army vs Navy rugby match also saw a battle between ratings in an inter-service part 2 trainee tug-of-war contest.

The men competed in two weight categories against a team from Deepcut Barracks while the women competed at one weight.

Prelims took place in front of an enthusiastic crowd in the west car park and finished with the men sharing the spoils one all, and the females overcome by a strong army team and narrowly losing 2-1. The finals were held in the Twickenham rugby ground prior to kick off.

In the end the Navy men triumphed over the Army 2-0 in both 640kg and 680kg, but the women lost out 1-2.

## Innovation in model world

ANOTHER technical innovation has been adopted by the Royal Navy – this time in the world of model boats.

The Service has established the RN Radio Sailing Association (RNRSA), with the purpose of promoting radio sailing within the Navy based on the International One Metre Class.

The Association has two levels of membership – Full (open to serving members of the RN and RM) and Associate (open to retired RN and RM, serving and former RNR and RMR, dependants of RN and RM personnel and RN civilians).

The RNRSA will hold an annual national championships that will be hosted by the Gosport Model Yacht and Boating Club, with the inaugural event taking place over the weekend of August 9 and 10.

Membership costs £6 per year, which includes a quarterly newsletter and eligibility to race in the national championships, for which there are RNRSA and RNRSA Associate prizes.

If you are interested in joining the Association, contact Lt Cdr Nigel Taylor, Secretary RNRSA, Room 139, Victory Building, HM Naval Base, Portsmouth PO1 3LR, email [RNRSA@hotmail.com](mailto:RNRSA@hotmail.com)



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by Pat Symes - WITH PHOTOGRAPHY BY MIKE WALKER

PORTSMOUTH FOOTBALL CLUB has a history to match any club in the country. Twice league winners and holders of the FA Cup in 1939, the world famous trophy was secreted away in the basement of the city's Guildhall for six years as Hitler's bombs rained down on the home of the Royal Navy. But from being one of the most powerful clubs in the country, proud Pompey endured a slump, a recession which threatened to become permanent until Harry Redknapp, discarded by his beloved West Ham, came to Fratton Park, first as director of football and then as manager. This book chronicles from the first day of Redknapp's management to the glory of promotion, a season never to be forgotten by Pompey followers. It is a remarkable story of a club's astonishing rise from mid-table mediocrity in the first division to the promised land of the Premiership. All this against a background of ever-changing faces in the maelstrom created by Redknapp and his experienced assistant Jim Smith. Ancient Fratton Park brimmed with fanatical supporters, willing their club forward to greater deeds but almost unable to comprehend the incredible turnaround in fortunes. We chart the progress of the year a sleeping giant was finally awoken. It is a story to melt the heart of the most cynical football supporter.



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● **CLOSING IN:** HMS Cumberland and RFA Wave Knight intercept a converted Motor Torpedo Boat carrying £250 million worth of cocaine



## RECORD £250m DRUG BUST

● From page one

"This operation demonstrates that the Royal Navy is still fully involved in important missions to protect British interests worldwide, despite our recent commitments in the Gulf."

It has been reported that the craft, which was boarded at high speed, was originally a Danish-built military craft, and that it was being used to carry Colombian drugs into Europe.

Customs Minister and Economic Secretary to the Treasury John Healey said: "This

operation has stopped Class A drugs reaching the streets of the UK and harming our communities."

"Criminals today are sophisticated and well-financed, but by being flexible, working internationally and using new enforcement methods Customs is more than a match for them."

Chief Investigation Officer for HM Customs Paul Evans said: "This is an excellent example of our close and continuing co-operation with the Spanish authorities to tackle Class A drugs."

"This type of joint operation demonstrates 21st century law enforcement methods working in practice to deal with today's criminal threats."

"We have prevented a huge amount of cocaine ever reaching our streets."

Cumberland returned from an eight-month deployment on Operation Oracle, the international war against terrorism, in February, since when she has been undergoing maintenance and her ship's company taking accrued leave.

'There is no doubt that you have impressed friend and foe alike' – 1SL

# Navy score at 'kicking Saddam's door down'



● **ARK'S BACK:** Home again at Portsmouth with her escort, the Type 42 destroyer HMS York, after four months of operations in the Gulf. Her role had been as an operating platform for RN and RAF helicopters and 40 Cdo Royal Marines. The latter, supported by RN Sea King and RAF helicopters, were landed from Ark Royal for the initial assault on the Al Faw peninsula

Picture: PO(PHOT) Gary Davies

AS HMS Ark Royal and her escort the Type 42 destroyer HMS York returned from the Gulf, the First Sea Lord put on record his thanks and appreciation for the job done by the Naval Service during operations in Iraq.

Admiral Sir Alan West said that the Service's task was to "kick Saddam's door down" to enable the coalition to get on with the job of disarming the regime and driving the dictator from power, and that the Service had impressed everyone with their "sheer tenacity, guts and professionalism."

Admiral West also remem-

bered those who died in the conflict, and wished a speedy recovery to those who were injured.

**The coalition was now charged with winning the peace and rebuilding the country.**

"While the work therefore continues for many, I wish now to convey my personal thanks to

you all for the decisive role played by the Royal Navy in Operation Telic and in winning the conflict to liberate Iraq.

"While I will not dwell here on the achievements of individuals and individual units – such stories will no doubt come to light in due course, and I look forward to hearing of them – the task that the Service was called upon to

perform was, quite literally, to kick Saddam's door down to enable the coalition to get to work, and to sustain our forces whilst operations continued.

"There is no doubt that you have impressed friend and foe alike by the sheer tenacity, guts and professionalism with which you have gone about your task."

**"The part played by all elements of our Service – Surface Fleet and RFA, submarines, Royal Marines, Fleet Air Arm, Medical Branches and Reservists – has been outstanding, underlining the unique and battle winning**

**contribution that maritime forces make to the support of the UK's interests.**

"I would also like to recognise the hard work and flexibility shown by individuals and units in the UK and elsewhere, both civilian and military, without whose support the operation could not have succeeded."

"Finally, I would ask you all to remember with me all those who gave their lives during this campaign, as well as their families and friends. They will not be forgotten."

"For those who received injuries, I wish them a speedy return to full health."

## Charles adds Colour to Reserves year

THE PRINCE of Wales presented the Sovereign's Colour for the Royal Navy to the Royal Naval Reserve for the first time in their history on May 17.

The event at Horse Guards Parade marked the centenary year of the Naval Volunteer Reserves and recognised the RNR's continuing support to the Royal Navy.

The Royal Naval Volunteer Reserve was established by the Naval Forces Act of 1903 to provide a trained cadre of officers and ratings for the Fleet.

They would contribute a remarkable 83 per cent of the strength in the world wars and were awarded a total of 22 VCs.

Picture: LA(PHOT) Lou Baverstock



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